

Railroad Co. Formed

Wasatch Week 11-5-70

The reality of a scenic train traveling around Deer Creek Dam, then through picturesque Provo Canyon, moved farther along the line this week with the formation of the Wasatch County Mountain Railway and Development Company in Heber City. Mr. Lowe Ashton was elected President with Dr. R. Raymond Green, 1st vice president and Mr. Charles H. Neilson, 2nd vice-president. Mr. Thomas I. Baum, Steven L. Carr and Dennis Spendlove will serve as directors to the organization. Mr. Ed McLaughlin, Ogden, Utah, was retained by the new company to serve as executive secretary. Mr. McLaughlin is currently employed

as a planner for Ogden City, but will relocate in Heber City in the near future.

A progress report issued by President Ashton stated that many volunteer hours have been donated by people from Provo, Salt Lake, Ogden as well as the Foundation members to help in repairing the existing tracks. An extreme amount of work has been done to restore these tracks to top condition.

Many interested industrial corporations such as Union Pacific Railroad and Kennecott Copper Corporation have pledged their support and aid in making this a successful venture.

The Company has set a ten-

tative date of December 1st to bring their rolling stock of three locomotives and seven passenger cars into Wasatch County. The stock is currently located at the Utah Fairgrounds where it will be put on the Garfield Western section of trackage and will then be brought to Provo by another Union Pacific locomotive. Upon the arrival of the stock in Wasatch County, the company format then calls for a trial run of a publicity train.

Mr. Ashton stated that the Company is extremely pleased with the reception that the local citizens have given to the stock sales with two-thirds of the available stock being pledged.

Provo Area to Heber City

Steam Railroad to Roll in Canyon

Special to The Tribune

HEBER CITY — The nostalgic sounds of steam railroading should become reality in Provo Canyon about May next year, according to Leon Ritchie, member of the board of directors of the Wasatch County Mountain Railway Development Co.

The newly formed corporation is promoting the construction of a scenic railroad from Wildwood, in the canyon, to Heber City.

The tracks up Provo Canyon are being repaired so that equipment in the lower canyon can be brought to Heber. Three locomotives and seven or eight passenger railroad cars will be brought up a tracks within the next 30 days, Mr. Ritchie said.

Stock is being sold in the corporation to finance the project. Lowe Ashton Jr. is president. The train will be operated by the Wasatch Railway Museum and Foundation, Inc.

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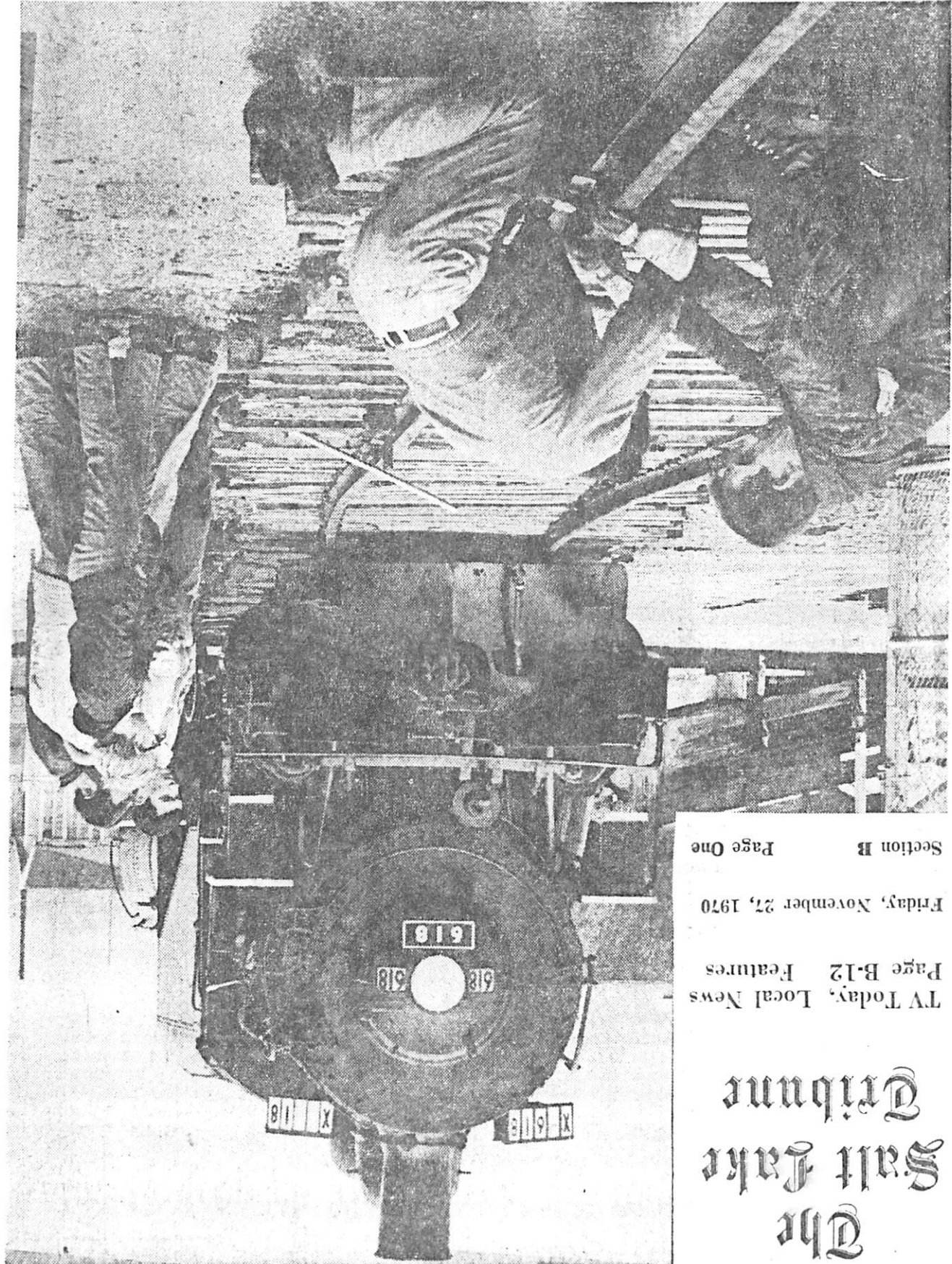
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*KSL and KCPX made reference
to the above also.*



Local railroad buffs lay rail in front of No. 816 locomotive as moving procedure begins Thursday at Utah State Fairgrounds. Tourist runs are scheduled between Bridal Veil Falls and Heber City.

Old Locomotive Chuffs Out to New Adventure

Thursday was a holiday for most persons, but moving day for members of the Promontory Chapter, National Historical Railway Society, Salt Lake City.

That's when the chore of preparing No. 816 — a locomotive on display at the Utah State Fairgrounds since 1951 — for moving was launched.

The engine is scheduled to come out of retirement in the near future, to provide transportation for tourists on a daily run in Provo Canyon between Bridal Veil Falls and Heber City.

To move the engine, railroad buffs utilized an ingenious method.

Sections of rail were laid from the fairgrounds to the Saltair and Garfield tracks. The volunteers placed 30 foot sections of rail in front of the engine, moved it forward by compressed air, then took the rear section of rail around to the front in sequence to move No. 816 about 400 yards.

The move was completed in about four hours, with the long trip to Provo Canyon scheduled to start Monday.

Historic Steam Engine in Provo En Route To Heber for Proposed Scenic Railway Use

Provo Herald Front Page 12-2-70

By CONNIE HANSEN
Heber Correspondent

The grand old girl has returned home to Provo after 19 years, said C. H. Nielson, member of the Wasatch National Historic Society, referring to the arrival of a 425-foot steam train into the Union Pacific depot Tuesday afternoon.

Mr. Nielson, whose society has been instrumental in getting the train back into service as a scenic train, stated that the steam engine, a Harriman and Standard 208, was named after the president of the Union Pacific, E. H. Harriman, who in 1902 consolidated five railway lines to form the Associated Railroads. During this time, the Harriman Standard locomotives were produced, being over built, as Mr. Harriman had ordered that only the best engines be produced.

Built in 1908

The steam-operated, coal-burning locomotive was built in 1908 by Baldwin, and has 57 inch drivers. It weighs 203,500 pounds and carries 210 pounds of steam pressure.

After Associated Railways was dissolved by court order, ruling a monopoly was being held, the engine passed into the hands of the Union Pacific. Most of the engines of this type were scrapped, but this one was reconditioned and put on display at the state fairgrounds in 1951.

A caboose that will be a part of the train was donated to the Wasatch National Historic Society by Brigham Young University, who obtained it from Union Pacific.

Canyon Route

The engine, caboose and four passenger cars were put on the

Garfield Western spur where they were pulled by a Union Pacific locomotive to Provo. They will be transferred to the Denver and Rio Grande Western line and continue their journey to Heber through Provo Canyon. The train will become Utah's first scenic train, patterned after the well-known Silverton-

Durango Line in Silverton, Colo.

Upon its arrival in Heber, the Wasatch County Railway and Development Company will recondition the engine, and passenger cars will be repainted by company members.

The train will not leave Provo until at least Friday morning, according to district manager

for the DRGW, J. I. Holland-sworth. He said that tracks by Hale must be re-laid in order for the train to proceed to Heber, and permission must be obtained from the Interstate Commerce Commission. He expected that would be obtained by Friday. The railroad wants to

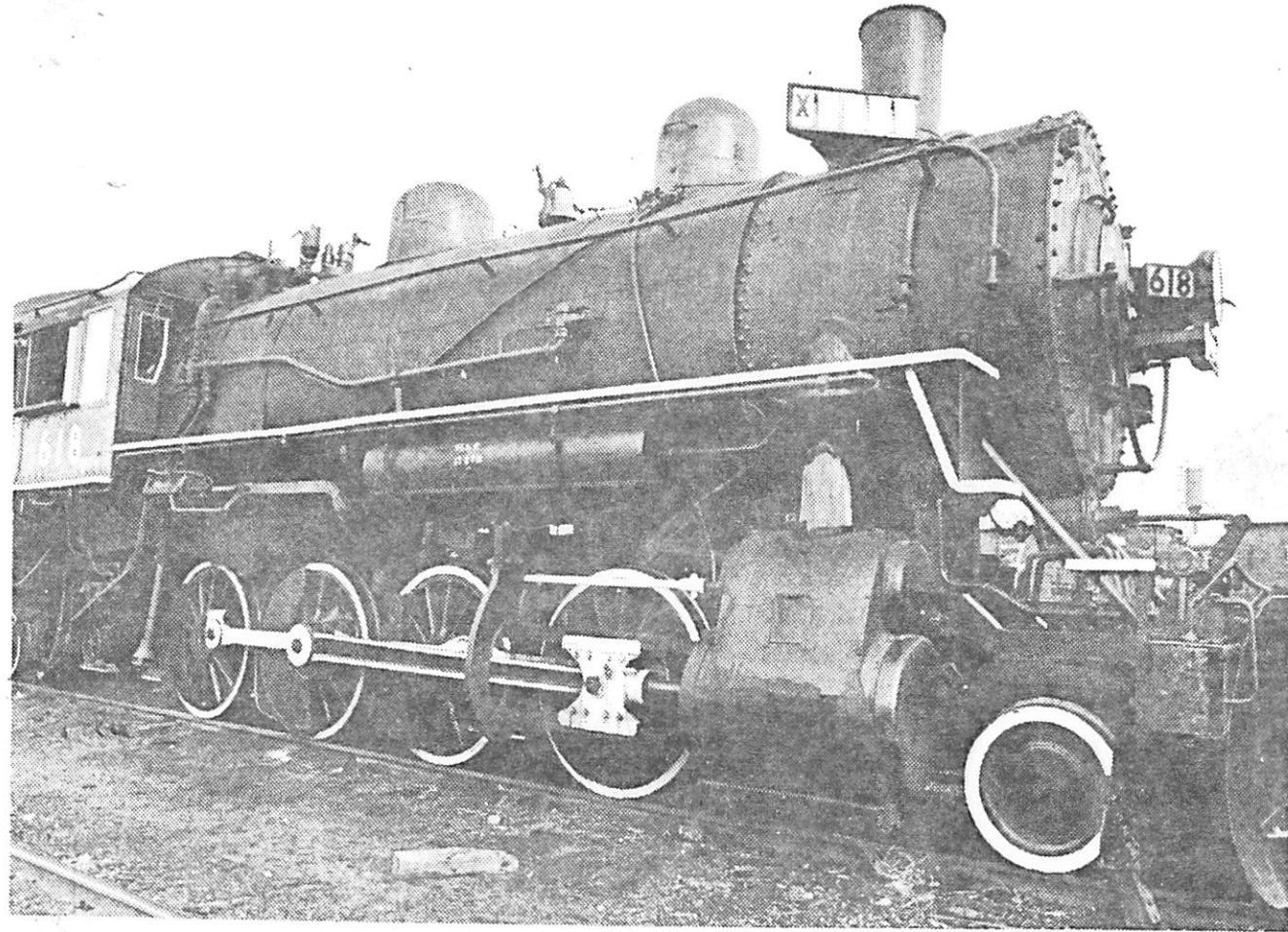
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Historic

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be certain that re-opening the tracks will not obligate the DRGW to further service through the canyon.

Arrival of a second engine on a flat-car was expected this week, he added, and this too would be shipped to Heber.



Herald Photo by Phil Shurtleff

DESTINED TO BECOME Utah's first scenic train, engine 618 sits in Provo waiting to be moved to Heber for reconditioning. Four passenger cars and a caboose accompanied

the engine from the state fairgrounds, where it has been on display since 1951. The coal-burner will probably move up Provo Canyon Friday if all preparations are in order.

Engine 618 Fires Up For Heber City Run

7 Dec 1970

By JAN PADFIELD
Deseret News Staff Writer

PROVO — "She has a tremendous appetite, but treat her right and she'll respond. She's in beautiful condition," said enthused railroad buffs, after firing up old Engine 618 for the initial run up Provo Canyon Sunday.

More than 7,000 people crowded around to admire the 106-ton giant — one of several steam locomotives that will take tourists on the tracks of the old "Heber Creeper," up Provo Canyon to Heber City.

The last leg of the trip to Heber City today will begin five miles up Provo Canyon where the State Road Commission has agreed to bare the track where the highway crosses over.

SOME APPETITE

"It's actually a clean - and - mend - the - track - as - we - go - operation," members of

the Wasatch Railway Museum said.

"But that appetite! She'll use 10 tons of coal at \$15.50 a ton and 5,000 gallons of water on the initial run and that's spoon-feeding — or at least shovel feeding all the way," said engineer Charles Nielsen.

The boiler and tender hold 14,000 gallons of water and 18 tons of coal. Today they will be pulling four hospital cars and a caboose. The hospital cars will undergo cleaning in Heber City and will be used in winter to carry tourists.

SPECIAL RUN

Regular runs will be scheduled following a special run within a week carrying state and local dignitaries.

"Open-air cars will be used in summer and Engine 618 will be used as a standby with two other antique engines owned by Wasatch Railway Museum used mainly to pull the cars. They will be con-

verted to run on oil at a reduction in cost, air pollution and fire hazard," said Lowe Ashton, local businessman and president of Wasatch Mountain Railway Corporation, which finances the tourist venture.

BUILT IN 1907

Engine 618, built in 1907, is owned by the Promontory Chapter, National Historical Railway Society, Salt Lake City. The four hospital cars are owned by Golden Spike Empire, the advertising council of Box Elder, Weber, Davis and Morgan Counties.

"Kennecott Copper Corporation gave us 1,500 treated railroad ties and the amount of donated time by groups and individuals is unbelievable," Ashton said.

The tourist line will operate between Olmstead, near Bridal Veil Falls in Provo Canyon, and Heber City.

Utah Tuesday, December 8, 1970 — Provo Herald

Engine 618 Arrives in Heber, Welcomed by 1,000 Residents

By Connie Hansen

HEBER CITY — It was as if the bellowing steam whistle set off a signal in the early evening. "The train's coming," shouted the neighborhood children.

Household doors flew open and people lined the sidewalks. Traffic on the streets seemed to increase suddenly.

Looking down the tracks, one could see the gray-white clouds of billowing smoke rise in the dark sky. The shrill whistle now continually piercing the serenity of Heber Valley, brought forth more shouts from the crowd of more than 1,000 onlookers who had gathered to await the arrival of Engine 618 as it chugged around the last bend. Headlights of the 50 vehicles that had followed the route every foot

of the way from Nunn's Crossing in Provo Canyon came streaming into the station. One more blast of the whistle and old number 618 had made it home amid the cheering of the spectators.

Volunteers of the Promontory Historical Society and members of the Wasatch Mountain Railway group were aboard the train. Chick Nelson, engineer of the train, and his father, who served as fireman, made a competent team in guiding the steam locomotive along its winding route.

"Observing their maneuvering, one must pay tribute to their professional skill," Lowe Ashton, president of the Wasatch Mountain Railway Development Co., said.

"We are overwhelmed by the response of the people of this state to our venture," Mr. Ashton continued.

The Wasatch Mountain Railway Development Co. has been laying plans for a mountain railway from Heber City to Wildwood in Provo Canyon for the past few months. The group obtained the engine, number 618, from the Wasatch Railway Historical Society. The train has been on display at the Utah State Fairgrounds since 1951.

The engine will now pull cars that will carry tourists to picturesque Provo Canyon along the line of a similar operation from Silverton to Durango, Colo.

A huge celebration is in the making with details to be announced at a later date.

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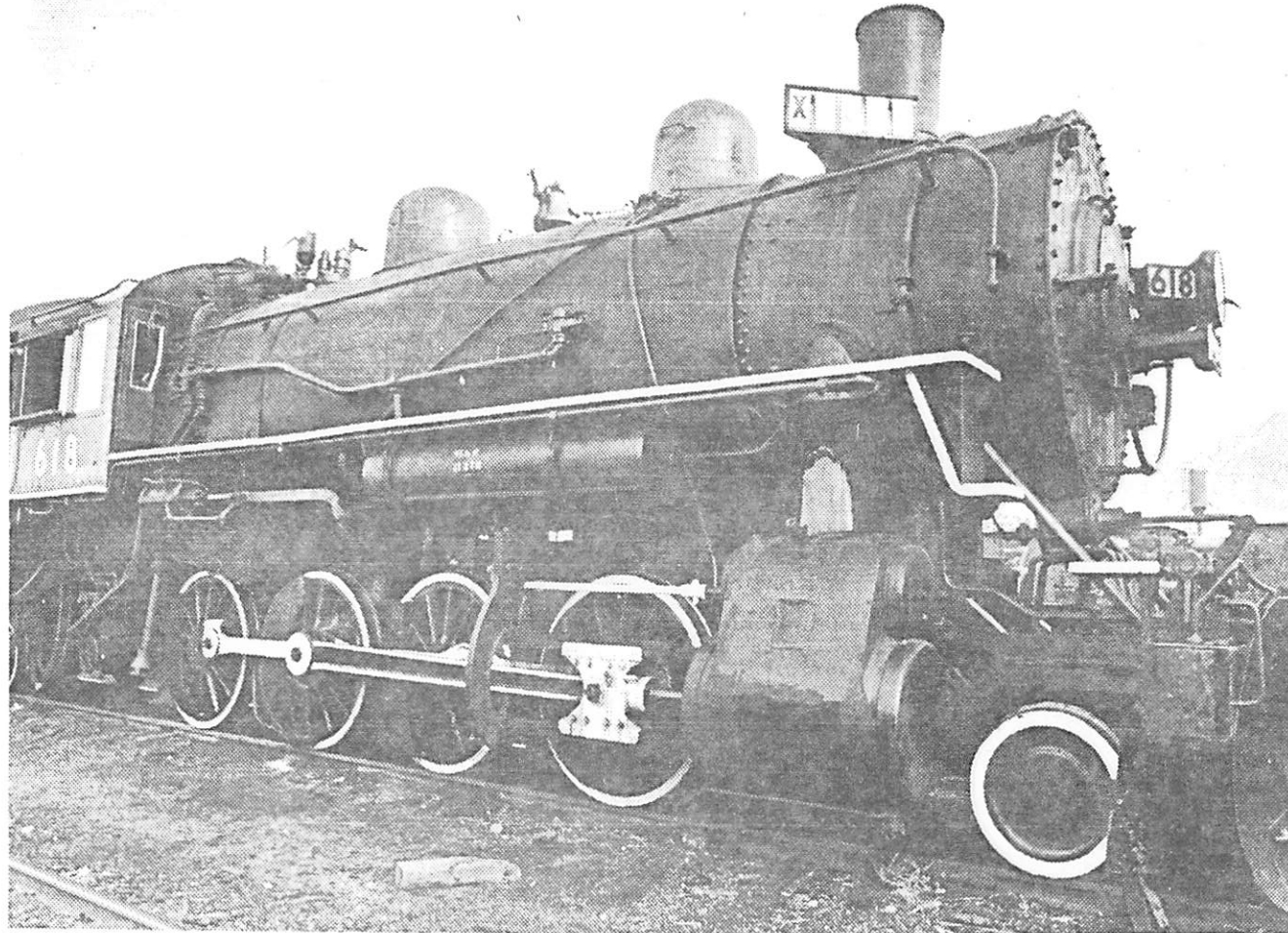
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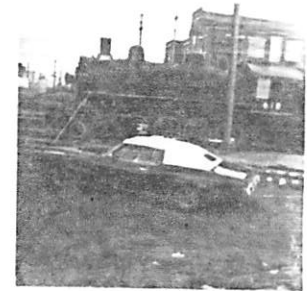
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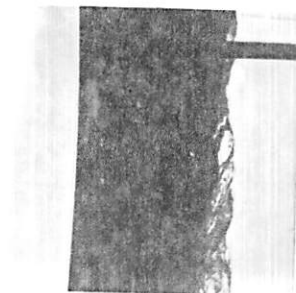
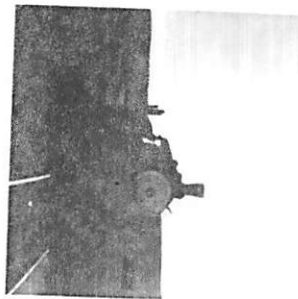
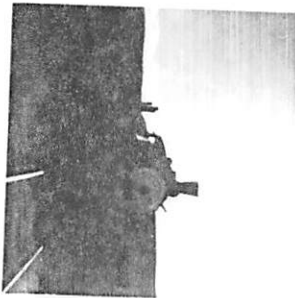
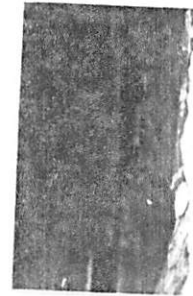
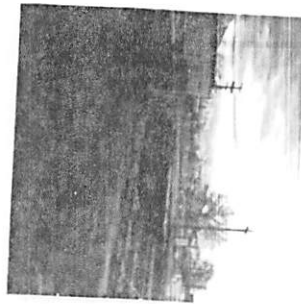
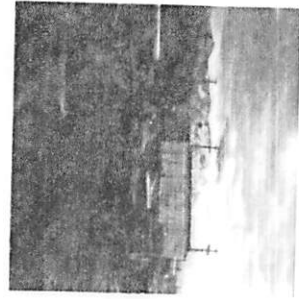
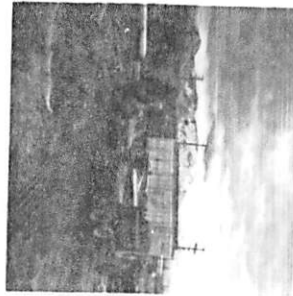


Herald Photo by Phil Shurtleff

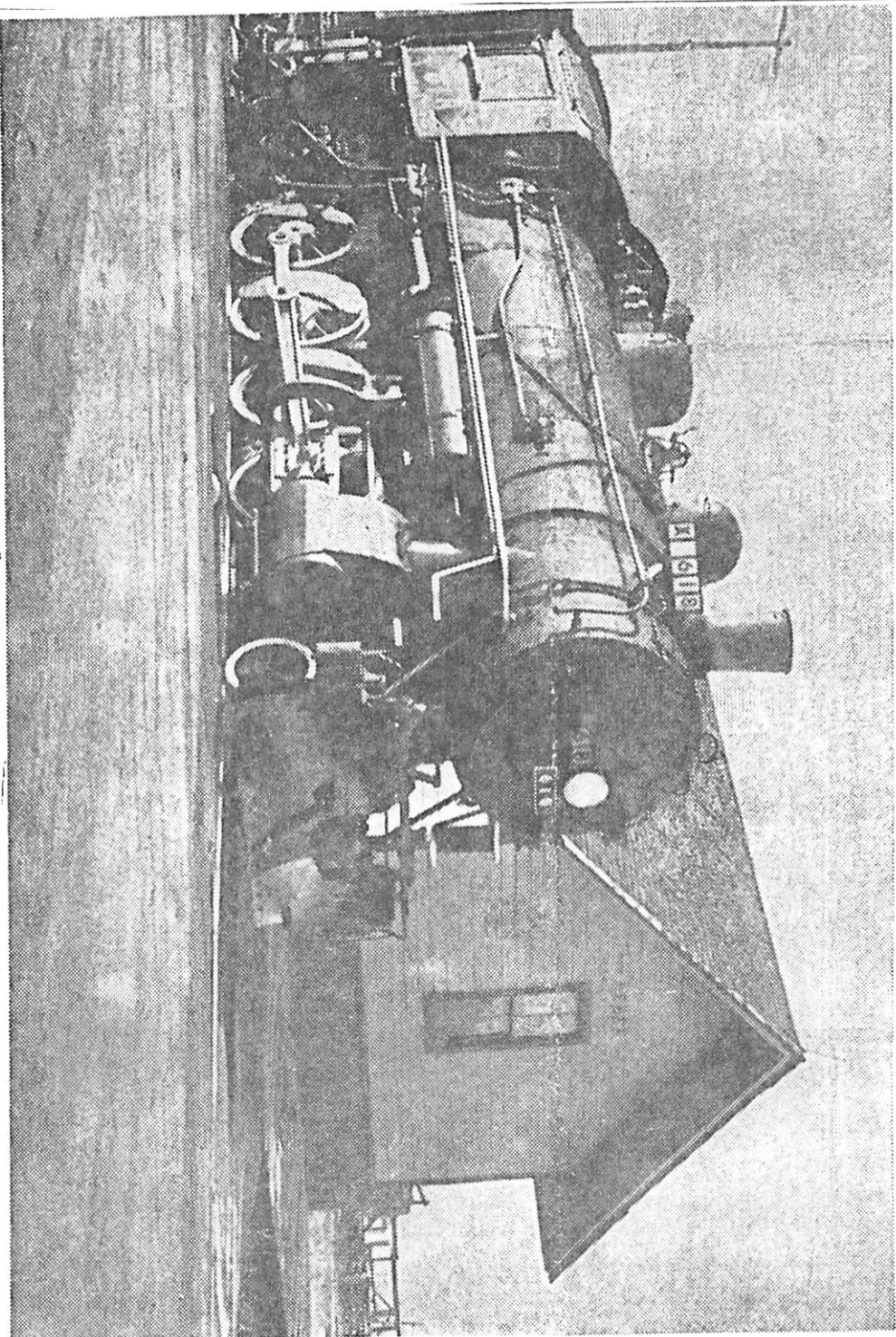
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"Heber Creeper Is Back in Town"

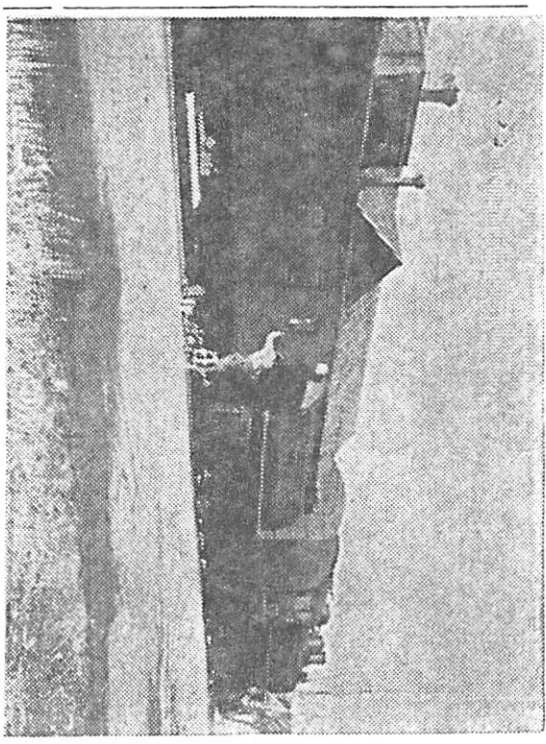


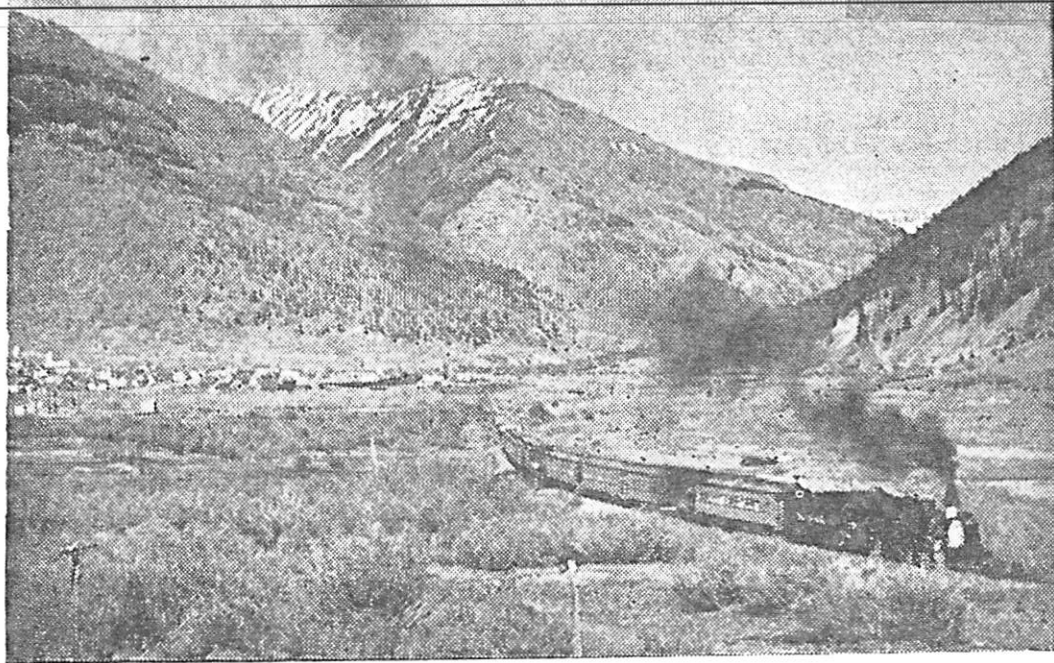
STEAM ENGINE ARRIVES— The first engine of the Wasatch Mountain Railway arrived in Heber on Monday evening after a long journey which started at the Utah State Fairgrounds in Salt Lake. The engine, coal car and caboose

10 Dec 1970 Heber Valley News

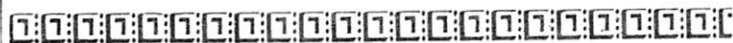
were hailed by a large crowd as it came into town. Two other cars were left in Charleston. This train will be part of the proposed development of the scenic railway to operate in Heber Valley down the canyon to Wildwood turnaround.

—Photo Courtesy of Ray Smith





NARROW GAUGE TRAIN— Leaving Silverton, Colorado on the scenic mountain return trip to Durango.



Tall Tales & Short

16 Dec '70 BY LADAWN ERCANBRACK

Now that the era of the train is passing, we are bound to hear more stories about them and about the days that are no more. On this line, an article was handed to me which was written by Harry Jones for at the end was the familiar closing, "Wit's End". They thought I might like to use it in "Tall Tales"—I would, and I happen to have a little story of my own which I will add on the end.

IT'S A PASSING ERA

"Did you see the story in the 'News' last night where Gov. Cal Rampton asked a federal subsidiary to take over some of the passenger trains serving our valley and the state?

It's the last hope for passenger trains.

The romance of the rails lasted almost 100 years, but faded with the coming of the automobile and compounded by the jet plane.

When passenger service stretched transcontinental with the joining of the rails at Promontory, a coast to coast trip was every bit as exciting as a jet flight today.

There was a little difference in time, four hours now compared to four or five days when trains were the big thing in passenger transportation.

NO MOVIES, BUT . . .

The early trains didn't have movies, but the diner served meals every bit as fancy as those on the 747 today.

After the evening meal, passengers gathered in a sleeper before the bunks were made up. There was an organ for music. Usually some passenger could play the instrument, or a crew member could take a whirl at it. The conductor was the Mitch Miller of his day, directing the passengers in a song or two.

Coming down Weber Canyon was probably as exciting as any stretch on the line in those early days.

At Wahsatch, the U. P. passenger train was pulled into a siding to await the arrival of the eastbound passenger out of Ogden. It was an exciting wait. Targets were set up against the north slope of the canyon.

Male passengers usually used their own sidearms for a bit of shooting. The conductor would load and reload his pistol and politely pass it around to women passengers to try a hand at marksmanship. He was careful to help them aim.

When the eastbound arrived, the passengers would climb back aboard and proceed down the canyon. The train slowed at Castle Rock for sightseers.

JUST AN ECHO-HOO-HOO

When the train arrived at Echo Canyon, the engineer would pull to a stop. He would blow a series of long and short blasts on the steam whistle. Passengers opened windows and were fascinated with the echoing effects.

You just can't get a jet to do that at 35,000 feet. You can't even get the window open.

Further down the line toward Ogden, the engineer would stop the train. Passengers would file out, walk across the wagon trail toward the Weber River. They had about five minutes to view the famous rock formation called the "Devil's Slide."

You couldn't do that in a jet either!

It was a slow happy trip down through Weber Canyon into Ogden where you remained aboard the Union Pacific for Los Angeles, or changed trains to San Francisco.

There might have been a bit of Indian trouble in those early days, but there is no record of a train ever being hijacked to Cuba!"

Here is my train story — can you top this? We once saw a train come to a stop at night during the deer hunt. Heard a shot, saw the powerful train lights upon the track that the workmen had gotten them a deer. We then saw them hang it up on the caboose and go on down the track as they were skinning it.

"You can't do that in a jet either" — unless perhaps with one of Santa's reindeers!

Mrs. N. W. Murdock is home after several weeks in Arizona with her daughter, Thora and Raymond Bingham and family.

Robert Redford Tapes Conservation Messages

Des News 11 Dec 1970

PROVO — A series of short messages seeking greater environmental protection of the Provo River and Provo Canyon, taped by movie actor Robert Redford, were sent to radio stations this week by several Utah County conservation groups.

Redford consulted several biologists and environmental specialists before taping the messages at his own expense, save the Provo River Association officials said. "He has

indicated a dedicated effort to preserve Provo Canyon, as well as his own Sundance Resort, for future visitors to enjoy," Dr. David A. White, Brigham Young University aquatic biologist, said.

The messages seek "preservation of worthwhile values" in future road construction and other major changes in Provo Canyon, and are condensed into 15-30 seconds, Steven Penrod, STPRA president said.

Robert Redford Opposes New Provo Canyon Road

Provo Herald 16 Dec 1970

Movie star Robert Redford, president of Sundance Resort, has charged in a letter to Governor Calvin L. Rampton that the Provo Chamber of Commerce decision to support the proposed new Provo Canyon highway was not unanimous and did not represent the entire chamber.

Mr. Redford told the governor he is opposed to the road as now planned because he believes it will cause "irrevocable damage to the ecology of the area."

'Never Consulted'

Concerning his charge that the Provo Chamber of Commerce decision was misrepresented as unanimous, Mr. Redford's letter declared that the newly-elected president of the chamber, Stanley Collins (one of the officers of Sundance) "was never consulted" on all phases of the proposal and that Mr. Collins "is thoroughly opposed to the new road."

Mr. Redford's letter said that he certainly was in favor of improving the existing road, but that concerning the proposed new highway "we do not feel the money it would take as well as the irrevocable damage to the ecology of the area would be worth it."

Makes Statement

In a recent statement to a representative of The Daily Herald, Mr. Redford asserted he felt that Provo Canyon, particularly if the steam railroad is developed as a tourist attraction, could become one of the finest tourist attractions of the West. Although the train, consisting of a steam engine and several cars are now in Heber, Mr. Redford

bemoaned the fact that the state road commission plans to rip up the tracks at least partway up Provo Canyon, thus isolating the train between Heber and some point in the canyon.

As in other parts of the nation and Europe, it could be developed as a ski train from Provo, taking passengers to Wildwood with transportation from there to the Sundance ski area by bus, he said. "Of course Sundance would gain from this," he said frankly, "but it would also greatly enhance the attraction of the entire area."

Mr. Redford said he has been active in the Save The Provo River Association because he realized the beauty and ecological value of Provo River, and wanted to see it preserved.

Lack Appreciation

"Even as most New Yorkers never get to the top of the Empire State Building, many Utahns fail to appreciate Provo Canyon," he told the Herald. "As an outsider when I came here, I saw it as one of the most beautiful areas in the world."

Besides becoming the principal owner and developer of Sundance Resort, formerly Timp Haven, Mr. Redford and his wife, the former Lola Van Wagenen of Provo, have built a home near Sundance where they live when Mr. Redford's movie commitments do not call him elsewhere.

He told the Herald he believed Provo River would further suffer from the new highway as planned. "You can't put a mountain, or a tree, or a river back, once you destroy them," he declared.

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\$13 Million Road Project Near Provo

30 Dec 1970

By LEO PERRY

Deseret News Staff Writer

OREM — A multi-million-dollar highway construction program to be built over the next 2½ years was announced by the Utah State Road Commission at the Orem City Hall Tuesday night.

The program will cost \$13 million and will involve a controversial plan to widen the current highway through Provo Canyon.

BIGGEST PROJECT

Largest project in terms of dollars will be completion of 5.1 miles of Interstate 15 around the Point-of-the-Mountain in Salt Lake and Utah counties. This project will be a six-lane divided highway costing more than \$5.7 million. Of this amount, \$3.3 million is estimated to construct the section of the freeway in Utah County.

The road commission admitted that the project "creating the most interest and tension at this time" is the four-lane divided highway scheduled in Provo Canyon.

The first phase of this project from Olmstead to Nunns over a distance of 3.5 miles will begin in 1971. The cost of this section is estimated at \$2.1 million.

THREE MILES

The second section over three miles from Nunns to Wildwood will cost \$2.3 million. This section is programmed in 1973, the Highway Department said.

Addressing a press conference of news media and state legislators, Highway Commissioner Wayne Winters said another project in the county will include a four-lane divided highway from South Santaquin to Nephi.

Final surfacing on sections of Interstate 15, lighting projects at interchanges, Ironton connection to U.S. Highway 91, completion of the Moark project and several safety, billboard and junkyard control projects round out the 2½-year program.

TWO LANES

Highway officials said that surfacing will be completed on two lanes only on the Provo Canyon route until more funds can be made available.

Considerable criticism of the Provo Canyon route has been advanced over the past few months with opponents claiming the new roadway in

Provo Canyon will ruin the canyon's beauty and destroy sections of the Provo River.

Howard Leatham, programming and planning engineer, explained to the group that alignment and grade of the Provo Canyon highway are such that a vehicle cannot operate safely at 45 miles per hour on more than 50 per cent of the road.

UNSAFE TO PASS

"Sight distance is so restricted that passing cannot be accomplished safely except in rare and short intervals," Leatham said.

The highway engineer said the average daily traffic in 1969 ranged from 4,700 at Olmstead to 3,600 at Charles-

See \$13 MILLION, Page B-10

New Provo Canyon Road Scheduled

By LEO PERRY

Deseret News Staff Writer

PROVO — Construction schedules for a new expressway, which will carry traffic faster and safer through Provo Canyon, were released here Wednesday.

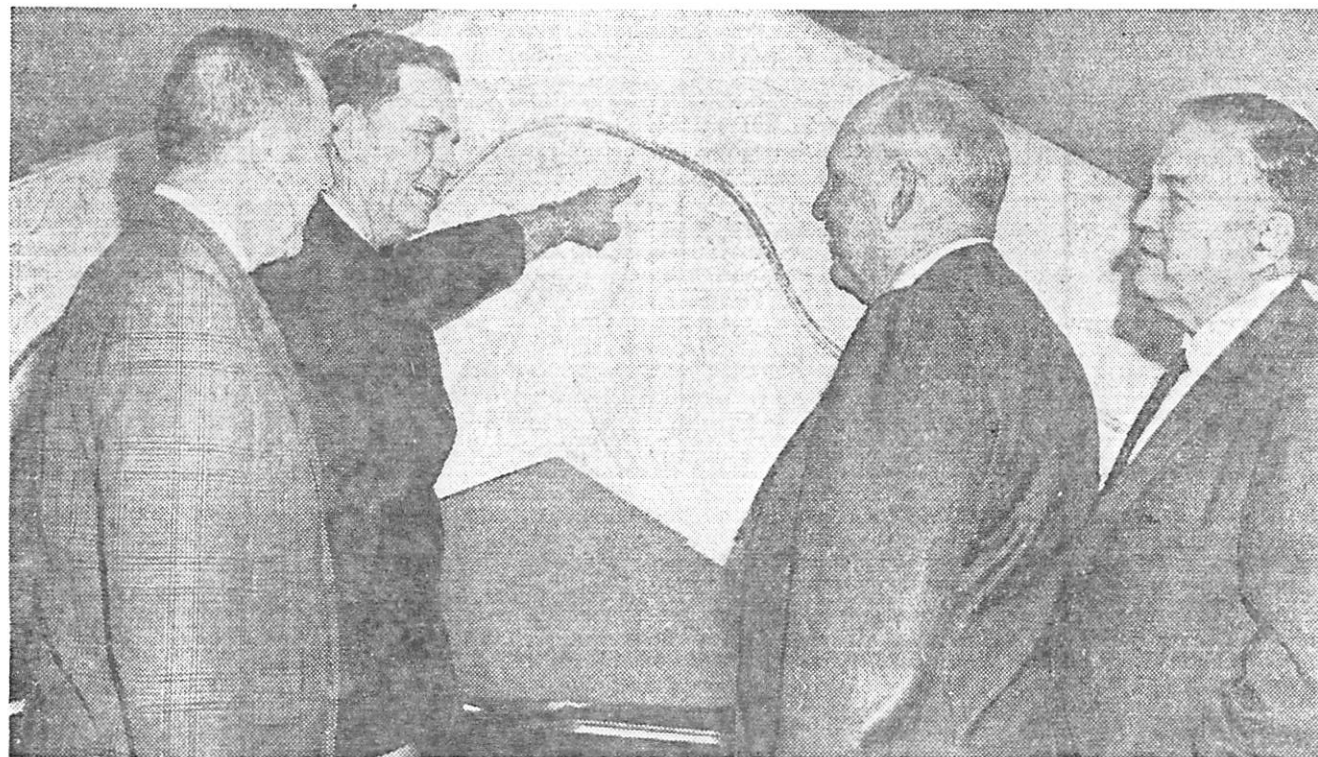
Construction on the initial phase of the \$5 million project will begin this fall with \$2 million already programmed for the highway.

"More funds will be allocated over a six-year period to complete the highway," Ed Lovelace, district engineer for the State Road Commission, told a meeting of county officials and press media Wednesday.

The new two-lane highway, eventually planned as four lanes, will permit speeds around 50 to 60 miles per hour.

"We hope it will eliminate the current bottleneck on Highway 189 through Provo Canyon," Lovelace said.

Admittedly, the highway department faces problems in locating the new, faster routes. On one hand, they will have to change the Provo River channel in some places to accommodate the width of



Ed Lovelace points out new Provo Canyon expressway to Wayne Winters, Paul Thorn, Vern Green.

the new travel way. This channel change is never popular with the State Fish and Game Department or Utah

fishermen who want their river left as is.

On the other hand, the road will cut into some scenic

areas, take down some cliffs, and disturb the canyon's natural setting. Highway officials admit this is a problem

with nature lovers who want the canyon undisturbed.

Bert L. Taylor, district preconstruction engineer, said

highway officials are striving to "achieve a balance" disturbing the river channel as little as possible and leaving the aesthetic values of the canyon as much undisturbed as possible.

A public hearing on the initial phase of the construction already has been held. "Many of the ideas and suggestions presented by citizens at the hearing have been included in the planning," Taylor said.

The highway construction will include three new bridges between the mouth of Provo Canyon and Wildwood.

"Our aim is to build a good, fast highway through the canyon, one which will eliminate current traffic snarls, and yet support the recreation areas already established in the canyon," Lovelace said.

He said that frontage roads along the new route will be either constructed or the old highway will be maintained for nature lovers.

Lovelace said that the road is in final planning from the mouth of the canyon to Canyon Glen.

The first phase of the construction will carry the high-

See PROVO on Page B-3

Heber Creeper Committee Has to Pour on Steam

Continued From Page F-1

which are operating in other states as growing tourist attractions.

Persuaded by Operation

Mr. Ashton and nine other associates have been sufficiently persuaded by the operation that between them they have pledged \$60,000 to form a nucleus operating corporation, Wasatch Mountain Railway & Development Co. They also have hired a full-time director, Edward M. McLaughlin, a railroad buff and former member of the Weber County Planning Department.

Assuming some kind of go-ahead on the right-of-way declaration, they intend to form a public corporation through a public offering of up to \$500,000 in stock shares.

So far they've spent about \$9,500 to promote their project and assemble some rolling stock that includes a locomotive, five husky Army hospital cars and a caboose.

Sweat, Blood, Tears

In no small part the gathering of the rolling stock was the product of the sweat, blood and tears of railroad fans and buffs, who served as unpaid crewmen in getting the engine and cars to Heber.

Mr. Ashton is owner of the old Heber depot and seven acres of land. The 1907-vintage steam engine, a 170-ton "Consolidation 2-8-0" is owned by the state and for many years was at the State Fairgrounds.

The "Golden Spike Empire"

— Davis, Morgan, Weber and Box Elder counties — donated the five hospital cars. (Mr. Lowe would have these refurbished into plush traveling coaches.) Brigham Young University loaned the red caboose.

In addition, Mr. Ashton says the company has four other steam engines, four passenger cars and one combination baggage and passenger car lined up at other points to move onto the Heber Creeper branch.

The hard realities?

State Readies Construction

The State Highway Commission is ready to move ahead with construction in the lower part of the canyon. The commission has given the "Save the Heber Creeper Committee" to April 1 to come up with a feasibility report for operation. Then it will start removing tracks between the Olmstead power station at the bottom of the canyon and Wildwood, about two thirds of the way up the canyon.

That means the Creeper group will have to move its rolling stock onto the remaining branch by that date.

Now, assuming the Creeper group does get the state to authorize sale of the right-of-way to the State Division of Parks and Recreation, who pays for the costs of separations between track and highway?

Several Separations?

Henry C. Helland, director of the highway commission, says several separations may be needed. Because of the heavy flow of traffic, grade crossings are impractical. Either the rail line has to go over the road or the road has to go over the rail line! And that costs money. The highway commission would want the park and recreation division to pay for those separations. For the highway department to pay for the separations would be improper use of the highway users' tax, Mr. Helland said.

Mr. Ashton says his group wants the sale made without the incumbency of the costs of the separations.

What if the enterprise fails?

The prorated cost to the state for purchase of the 19½ miles of roadbed between Bridal Veil and Heber was \$232,750, says Mr. Ashton.

State Won't Lose

If the Heber Creeper goes, the state can expect to get about half that cost, or \$116,000, as a recreation demonstration grant from the federal government.

Assuming the enterprise is failure, then the state could sell those ties and iron rails for about \$160,000 in salvage.

It will not have lost anything for its risk.

The state intends to build a wide, two-lane highway through Provo Canyon with room for two more lanes later on. It is a federal highway, No. 189, and will have about 75 percent federal backing.

Why not, asks Mr. Ashton, construct a wide, two-lane

highway with spaced passing lanes as was done in lower Logan Canyon and thus preserve as much of the canyon as possible?

But what worked for lower Logan Canyon will not work for Provo Canyon, says Mr. Helland. "We'd find ourselves bottled up."

Why can't the highway fol-

low current alignment around the south side of Deer Creek Reservoir, thus preserving the pure recreation aspects of the virtually untrammelled north side?

The south side would be a much tougher route for road builders, says Mr. Helland. The slopes are unstable. The north side is fairly gentle and

structurally much more suitable for road building.

Whatever, this is not a problem that has to be resolved immediately. The state doesn't expect to "get out of the canyon" for six to eight years, Mr. Helland says.

The Parks and Recreation Division's point of view?

Whatever, the right-of-way should remain in state ownership says Harold P. Tippers, division director. It probably would require a commitment from the Legislature for the Parks and Recreation Division to buy the right-of-way

from the State Highway Commission.

The first need is for the highway commission to refine its design. Then the division would take a hard look at the economics and feasibility of the railroad, he said.

Aesthetics?

The Heber Creeper would occupy its 6½-foot wide traveling corridor only during the four round-trip daily runs, says Mr. Ashton. Oil instead of coal would be used to fire the boilers. Carefully controlled, this would eliminate any smoke.

Legislative Resolution on Provo Canyon RR Tracks Has Not Reached Highway Dept.

Provo Herald 1 Apr 1971 p.7

The Department of Highways has not yet received a copy of the legislature's resolution calling for it to turn over 18.5 miles of railroad right-of-way, running from Heber to Bridal Veil Falls, to the Parks and Recreation Department.

Henry C. Helland, director of the Department of Highways, said, "I haven't seen it in its final printed form, and when we do get it, we'll take a look at it to see what needs to be done."

The last session of the legislature passed the resolution calling for the transfer of the old Denver and Rio Grande Western railroad right-of-way, which was purchased by the state as part of the Provo Canyon highway project, to the Parks and

Recreation Department so that a scenic train could operate between Heber and Bridal Veil Falls.

Mr. Helland said that he wasn't sure when the resolution was to become effective. "I don't know if there is a date specified, or if the resolution becomes effective after 60 days," he said.

The railroad group that is sponsoring the scenic train has been guaranteed the right to operate this year and at least part of next year. Mr. Helland said that pending transfer of property, a lease could possibly be worked out between his department and the Parks and Recreation Department. They, in turn, could lease to the

railroad group, he said, probably for five years.

There appears to be some question about the transfer, Mr. Helland indicated.

"We used Federal funds to help pay for the right-of-way acquisition," he said, "with the view towards making the road project less expensive." Mr. Helland said a separation would have to be built, costing between \$350,000 and \$500,000, if the Heber Creeper proves unsuccessful. The state would not be able to get Federal assistance to pay for that structure, said Mr. Helland, and it must be determined how the state would pay for it.

"Is it legitimate to charge it against the highway user fund?"

asked Mr. Helland. "This seems to be a constitutional question," he added.

The Parks and Recreation Department, headed by Harold Tippetts, doesn't expect to receive the deed for awhile. "It will probably be at least 90 days or more before they find out what they'll need to do in making the transfer," said Mr. Tippetts. He said he understood that the Heber Creeper could continue to run until at least mid-1972.

See Page B-6, Column 3

Tribune 19 Sep 1971

Accident Traps, Kills Union Boy, 9, On Heber Creeper Excursion Train

Special to The Tribune

HEBER CITY — A Salt Lake County boy was killed Saturday at 4:50 p.m. while aboard the Heber Creeper excursion train just east of the Utah-Wasatch County line.

Mack Holley, chief deputy with the Utah County Sheriff's Office, who aided in the investigation, said the boy apparently stuck his head between the accordion-pleated dividers between cars on the platform.

The deputy said the youth, identified

as Jeffrey Dearing, 9, son of Mr. and Mrs. Wayne M. Dearing, 1460 E. 8175 South, Union, apparently put his head through the opening when the train rounded a curve, and was caught as the cars straightened out.

He said Mr. and Mrs. Charles Evans, 4420-11th East, Salt Lake City, had passed through the corridor between cars minutes before and saw no difficulty. They returned, found the youth trapped by the neck between the two halves of the divider. They pulled the emergency cord.

HERALDING the News

Provo-to-Heber Railroad Completed 71 Years Ago *1 Dec 1971*

There was a big time in Heber 71 years ago when completion of the railroad between Provo and that city through Provo Canyon was completed.

With this railroad in the news recently, you'll be especially interested in a feature article on completion of the railroad, in today's Herald.

A special train carried dignitaries and others to the Heber celebration held Oct. 6, 1899. The governor was there. So were a lot of other state, local and railroad officials. Read the story by Wendell M. Rigby on Page 7.

You've already been reminded on the Herald front page that this is the 29th anniversary of the bombing of Pearl Harbor which touched off the Pacific stage of World War II. An interesting feature story (Page 12) on the Battleship Arizona and Pearl Harbor will re-kindle memories of that day.

Obituaries



DENNIS A.
SPENDLOVE

Dennis Arthur Spendlove, 36 of Heber City, formerly of Washington Terrace, died Wednesday, Feb. 3, 1982 at Utah Valley Hospital in Provo.

Born May 1, 1945 in Ogden, a son of Arthur Merrill and Delta Barker Spendlove. He was a graduate of Bonneville High School in 1963. He graduated with honors from Utah Technical College in electrical engineering with honors in electrical and automation technology, becoming a master electrician. He was instrumental in the development of the Heber Creeper Railroad and Texas State Railroad in Rusk, Tex. Member of the Utah Railway Association. Was an elder in the Heber Third LDS Ward. He served in the Scouting program in

the Terrace 8th Ward and in Maydelle, Tex.

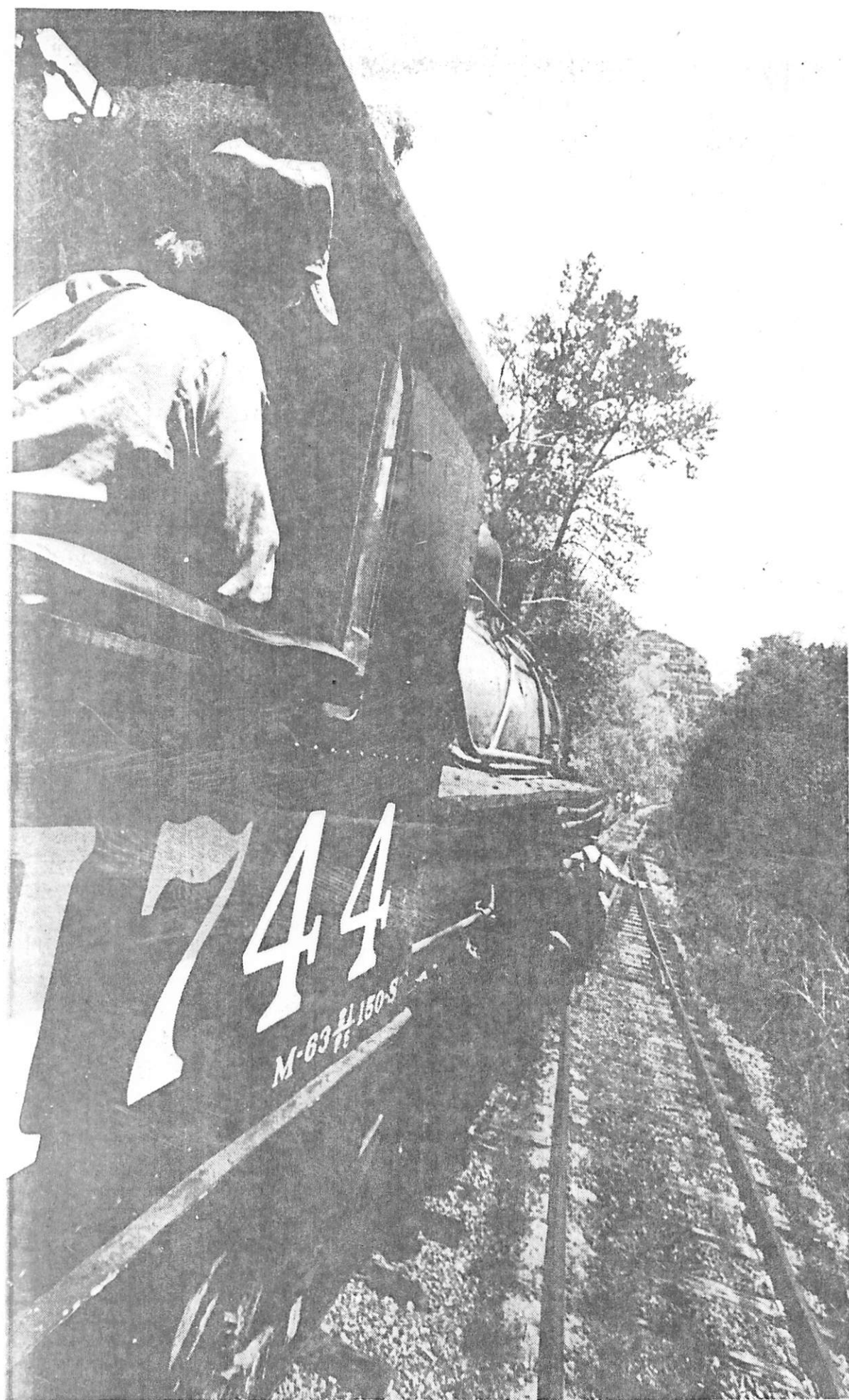
Surviving are his mother and father of Heber City; one brother and two sisters, Merrill Dee Spendlove, Ogden; Mrs. Stephen (Kay) Bingham, Willard; Mrs. Dan (Penny) Casper, Willard.

Funeral services were held Wednesday. Burial in Washington Heights Memorial Park in South Ogden.



The Heber Herald

108TH YEAR, NO. 249 PROVO, UTAH, TUESDAY, MAY 18, 1982 \$6.00 MONTH—PRICE 25 CENTS

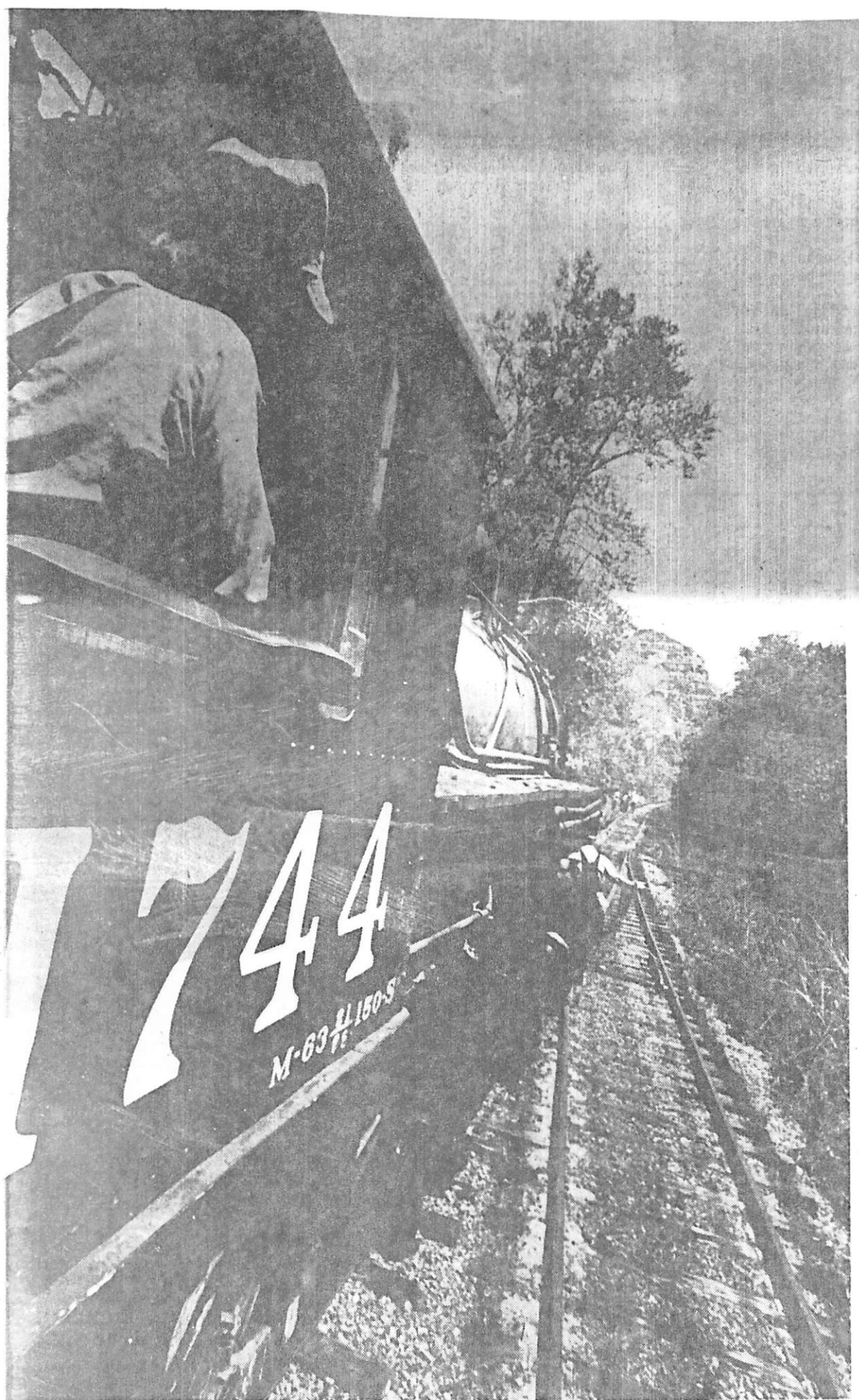


Meb Anderson Photo

Back to the Old Days

The days of yesteryear are already here in Heber City as local residents and tourists can ride the old steam locomotive — The Heber Creeper. The train's summer season begins May 29, with daily runs from Heber City to Bridal Veil Falls. Not only is there an opportunity for a little history, but the scenery in Provo

Canyon with pine trees, groves of aspen and fast-moving Provo River is spectacular. Train engineer Doug Brown steers the cars around a sharp corner on the approach to Bridal Veil Falls. For a complete story and pictures on the Heber Creeper turn to Page 4.



Meb Anderson Photo

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The Heber Herald

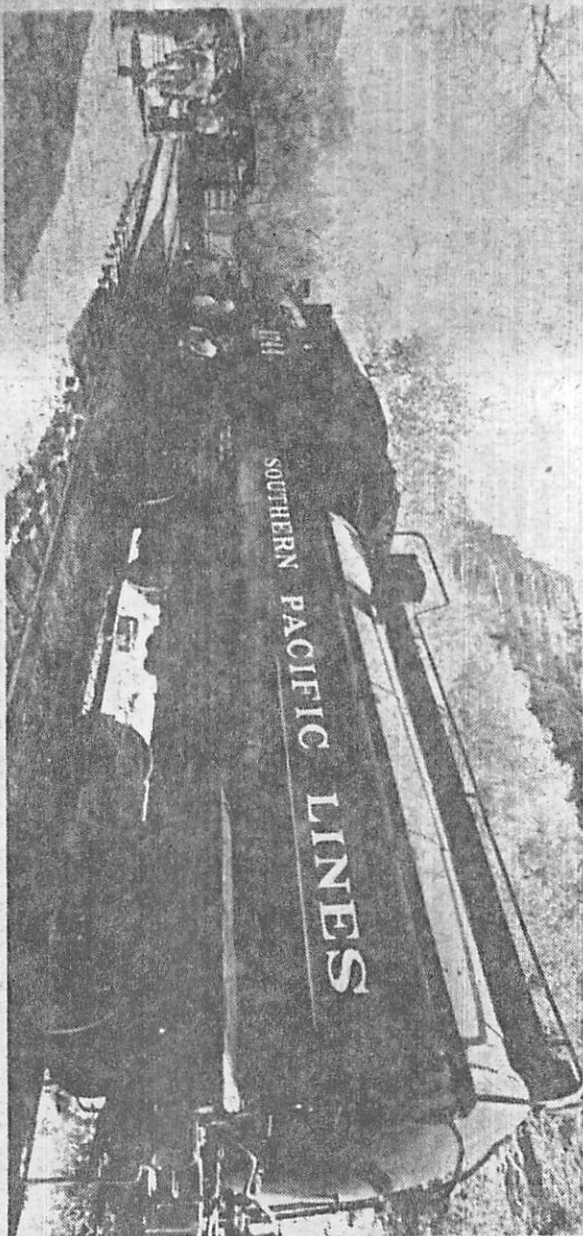
108TH YEAR, NO. 249

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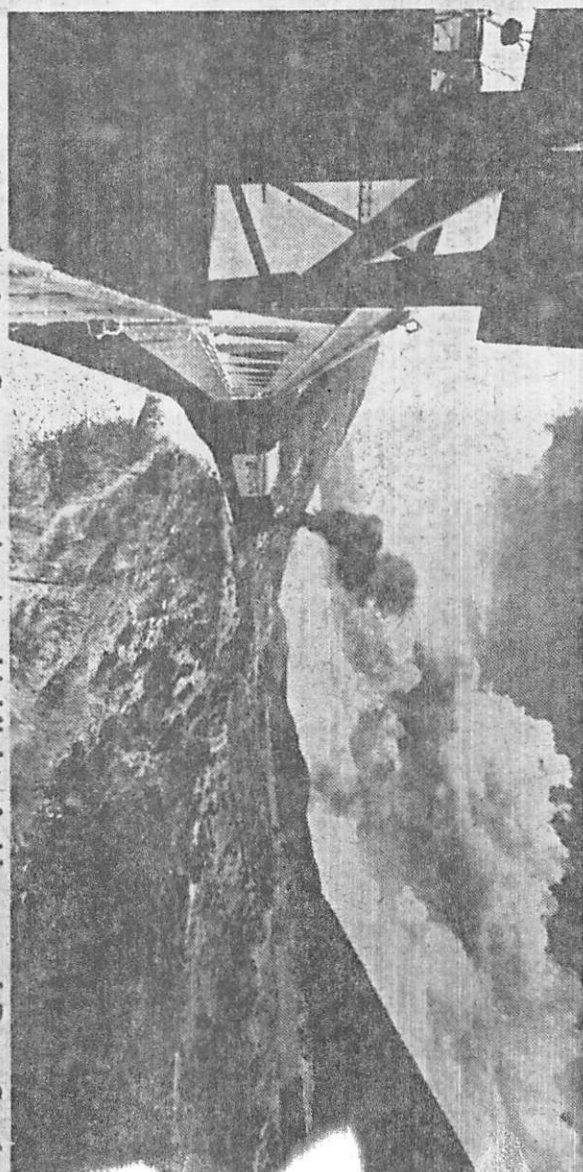
\$6.00 MONTH—PRICE 25 CENTS

Wasatch County

People, places and
things to do in
Utah's mountain country



Passengers gather at Bridal Veil Falls for trip back to Heber City.



A belch of smoke from Creeper engine is a highlight of ride around Deer Creek.

Heber Creeper Roars Through Provo Canyon

By ROD COLLETT
Herald Staff Writer

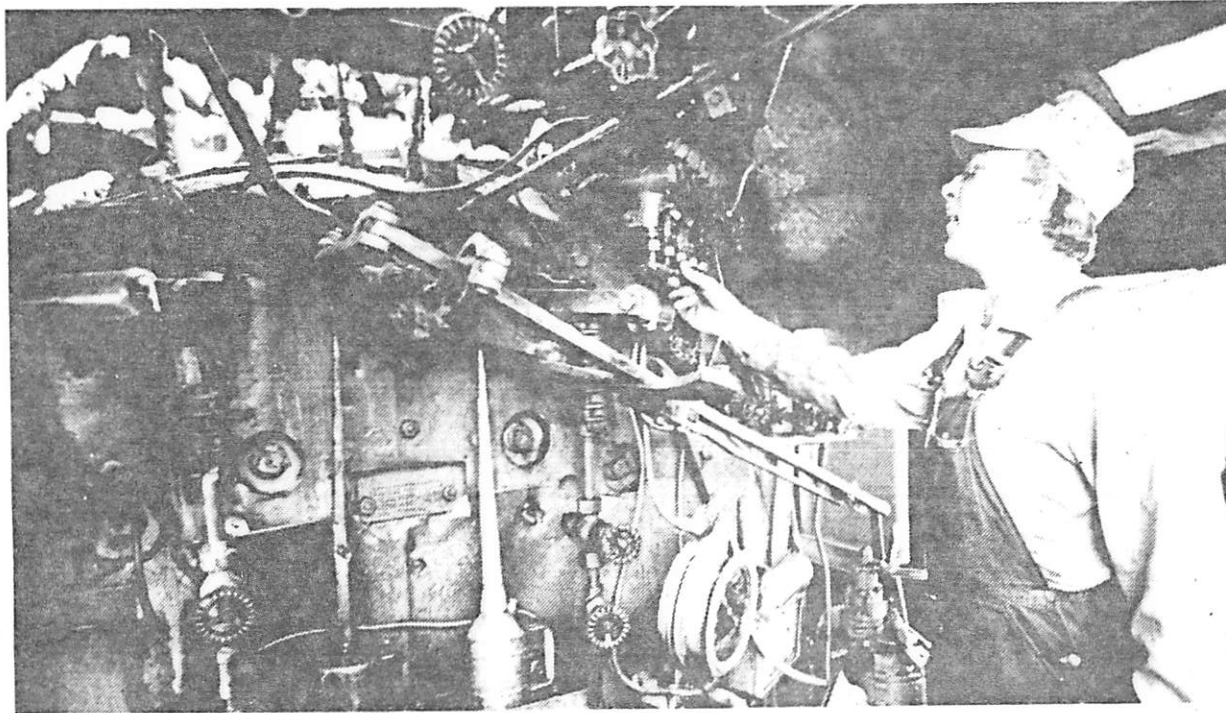
A return to the Old West and the times of yesteryear will be the main emphasis of the Heber Creeper this summer as the old steam locomotive begins its summer season May 19th with regular daily runs between Heber City and Bridal Veil Falls.

Expansion has always been the forte of the recent Creeper operations and 1982 is no exception. According to Monty Bona, director of the Timpanogos Preservation Society, the non-profit agency that supervises the Heber Creeper, the old western town at the Heber City terminal has been expanded to include a pottery shop and weaving mill. These two new shops join an already bustling turn-of-the-century city that has a saloon, chinese laundry, jail and railroad museum.

When the Heber Creeper begins regular daily runs starting May 29, the train will leave Heber City at 11 a.m. and 3 p.m. and will depart Bridal Veil Falls at 1 p.m.

Meanwhile, the Creeper has one more weekend on its spring schedule. On Saturdays and Sundays, until May 29, the train will leave Heber City at 11 a.m. and 3 p.m.

The biggest attraction for riders on the old steam railroad is, of course, the beautiful



Train engineer Doug Brown revs up Heber Creeper engine.

scenery between Heber City and Bridal Veil Falls. Most of the trip is through Provo Canyon, which in the early summer is magnificent in color with the snow-packed backside of Mt. Timpanogos and the fast-running Provo River.

Bona said the change of scenery that Creeper riders en-

joy on the 18.2 mile trek can be found nowhere else in the nation.

For example, when leaving Heber City there are flat rolling farm fields of Wasatch County. Within minutes, the train is rolling across sagebrush-covered expanses near Deer Creek Reservoir. As the steam locomotive chugs down the east end of Provo

Canyon the steep canyon falls form a perfect backdrop of pine trees groves of quaking aspen and wildlife that is abundant at lower elevations.

Tourists riding the Heber Creeper also get a perfect glance at the year-round glacier on the back of Timpanogos.



Conductor Randy Riter enjoys his summer work.
Photography by Meb Anderson

96th Birthday



P. Ernest Knight

Wave 23 Sep/1982

P. Ernest Knight will celebrate his 96 birthday Sept. 28th. He was born in Woodland, Utah to Janes A. & Isabel Lark Knight. He had 5 brothers and 4 sisters. One brother is still living. He can recall that bands of Indians camped on the Provo River across from the family farm with barking dogs and lots of horses. When they would come to their home to beg for food, the children would run and hide, but his father and mother were always friendly to them.

The 2 roomed house in which he was born had a dirt roof, and when it rained, the children would help put pans around the house to catch the leaks especially on the beds to keep them dry.

He attended school in a one room school house which was heated with a potbellied stove. There were 60 students, grades one through 8, which were taught by one teacher.

After completing the 8th grade, he enrolled in the BYU and graduated in 1910. There was a student body of about 1100 students. He rode the Heber Creeper to get to school. He helped put the first "Y" on the hill while he was attending. They couldn't get lime so they used white rocks and the boys formed a bucket brigade to pass them to the top of the mountain.

When he finished his education, he taught school for two years at the South Summit High School and was a member of the first faculty.

He married Hazel Carlile, Sept. 11, 1918. They had three boys, Carlile J. who lives at Smithfield and works at the Agricultural College, Nolan J. Salt Lake, a teacher, and Farrell E. Woodland who lives on the family farm.

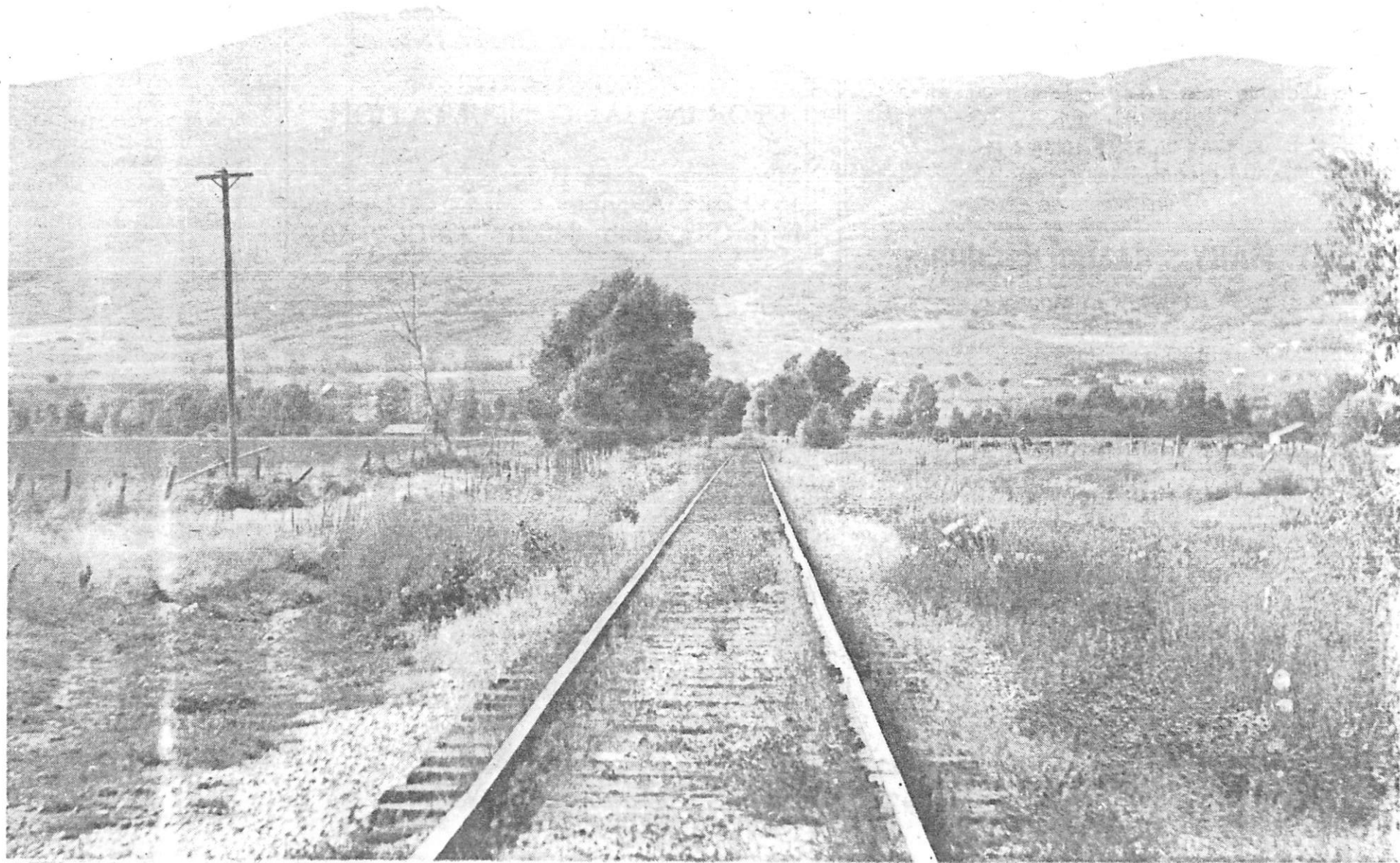
Ernest had a dairyfarm which he operated until he was about 84. He sold the farm to his son and purchased a home in Heber City.

His wife died a few months after they moved to Heber. He said his wife was the finest woman that ever lived. She was always at his side to help him and counsel him, and was his right arm for 57 years.

Although he misses her, he tried to keep busy. He has made over 20 deacon type storage chests for his great-grandchildren. He can't pull his car in the garage for 6 chests that he has made for Christmas which he is going to start staining. He prepares his meals and still drives his car.

Mr. Knight has had a very active life. He is a World War I Veteran, a member and president of Agricultural Stabilization Board, (AAA) during World War II, helped organize and war chairman of Kams Soil Conservation Dist., he, the County Agent, and Lions Club organized Kamas Valley Livestock Show, (had only 6 4H boys show their calves). He served 15 years as chairman and the last year there were 76 dairy cattle, 24 beef cattle, 100 sheep and some swine shown. Wasatch, Morgan and Summit counties participated. He was one of the original Hi-Land Dairy and was a director for 17 years. He served as a councilor to 2 bishops, President of Y.M., as Ward Clerk and other teaching positions.

He still attends church regularly but sometimes he leaves early because he wears 2 hearing aids and if the children are noisy, the aids pick up the sound and he gets nervous.

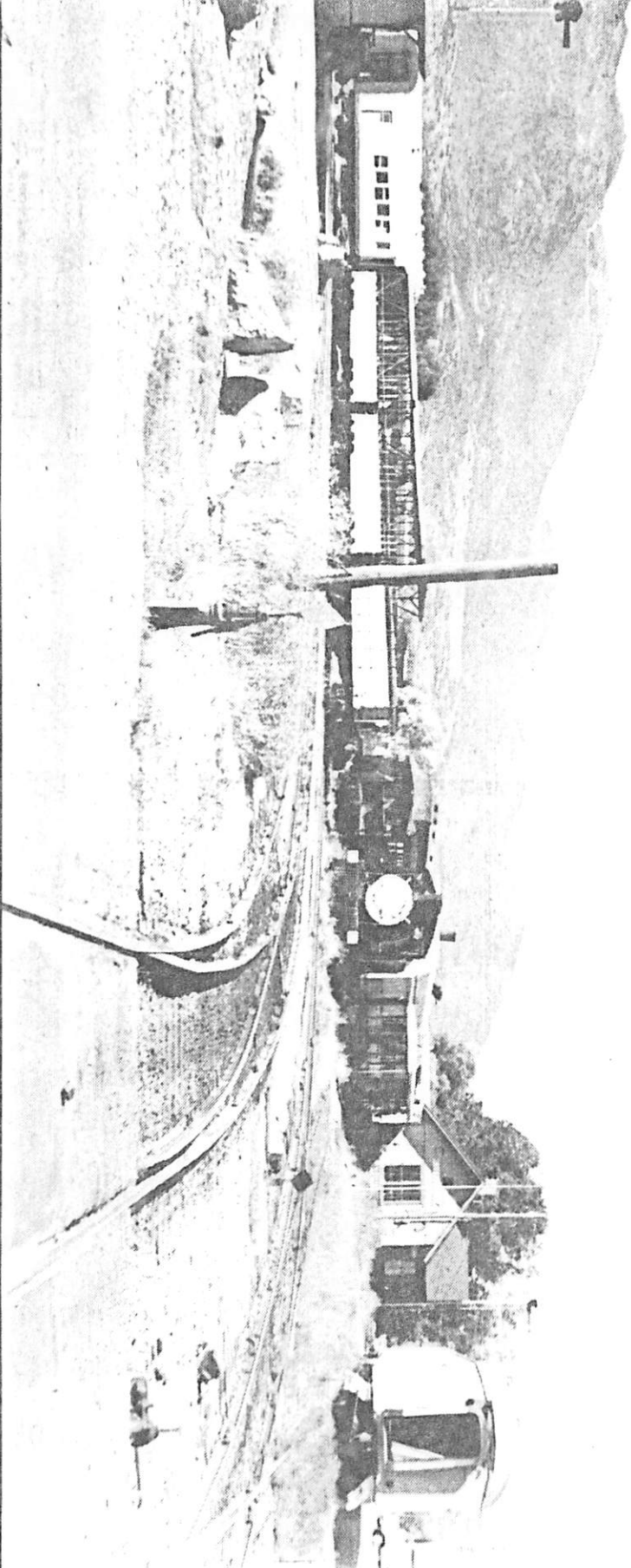


HOV

FOCUS

September 30-October 6, 1982

September 30-October 6, 1982



"All roads have their followers, so following the creeper tracks, we see what the engines see."

Walking from railhead to canyon head

There's probably no good reason to take the trip on foot, but railroads can be very fascinating. Millions of automobiles transport daily multi-millions of people over cement and asphalt ribbons that trace their histories back to convenience trails made by animals, Indians, or pioneers—who may or may not have had a good reason for taking that particular direction.

Greater distances and heavier loads wore out wagons, stock, and people. As the nation moved, a better method of getting it to its "destination" was presented by men of vision.

In 1807, President Jefferson's cabinet wrestled with the problem of how to hold together the great continental area of the new Federal Union. Albert Gallatin, Secretary of the Treasury, asked advice of eminent men. Robert Fulton, of steamboat fame, suggested a system of canals. Benjamin H. Latrobe, architect of the Capitol at Washington, thought turnpikes the answer, but, in a "P.S." to his report, mentioned and dismissed the single horse-drawn wagons in England that moved upon rail roads.

Latrobe's view was as short-lived as his time. His own son, in a few years, became chief engineer for the B & O, and connected the Atlantic seaboard with the Mississippi Valley. By the time the younger Latrobe died in 1875, the Federal

Union his father suggested be tied with "artificial roads" was bound by roads of steel.

Steel rails became the road that post-pioneers rolled on. It was apparent that one was no longer a pioneer if it were "easy" to get there. The forging of a road was a chore that separated leaders from followers. Once the road was down, the average man and woman would follow it to its end. Often the end of that road was nothing but the beginning of other roads that had to be wrestled from the countryside.

Where land was fertile and water abundant, it was convenient to settle and stay.

A network of roads covered the country and left only the waste lands to horse and foot trails.

"As railroads spread across the nation, vast changes occurred. In many parts of the country railroads were the pioneers, opening immense regions to farming, mining, lumbering and manufacturing. In older parts of the country, with the coming of the railroads, communities took on new life and a new outlook. Wherever the rails were laid down, towns sprang into being, industry took root, commerce developed, communication was speeded up, agricultural production increased, and land values were multiplied. Distance no longer was a barrier to trade. Railroads founded and developed new markets for producers, new sources of supply for consu-

mers." [*Outlook for the Railroads*, Poyntz Tyler, H. W. Wilson Co., NY)

Success in traversing the nation by rail inspired many smaller entrepreneurs to develop local rail lines. The smaller companies thrived if their service remained in demand, or they demised when supporting enterprises ceased to function. At times trunk lines were absorbed by more powerful outfits that either improved those sections or let them die. Some lines were completely abandoned and times and needs removed the rails and ties, and weeds grew.

It was in 1916 that the railway mileage reached its peak--254,000 miles. Since that time the mileage has dropped to about 220,000 miles. The system has not retrogressed, but unification, coordination, and consolidation has been occurring. Just recently we heard of the merger of three large companies, and even more recently the nation's legislature has entered the scene to solve railroad personnel problems that could result in millions of dollars in losses for the railroads and their dependent patrons. "All major systems today are made up of what were once scores, or even hundreds, of separate and distinct railway properties."

When Heber Valley residents get a chance to listen, they hear today what everyone used to hear commonly--the sound of the steam whistle. If residents look

down on the valley from vantage points, they might also see the steam and smoke from chugging railroad engines as they pull cars full of people on a short trip from the station at Old Heber City's rail head to Bridal Veil Falls down Provo Canyon.

From Deer Creek Reservoir Dam down the canyon, the railroad winds with the asphalt. At times the roads are hidden from each other. Once they cross when the railroad seeks the lower level, and at one point the tracks cross on a trellis bridge that is picturesque enough for photographers to click shutters.

It is from the rail head to the canyon head that this photo essay is drawn. The common is never appreciated, but the stranger has an eye open to differences. Possibly, through his eyes we can see what we have looked at for years.

All roads have their followers, so following the Heber Creeper road we see what the engine has seen. There is no train on the track. There is no engineer to toot his whistle, no conductor to shout, "All aboard," nor to punch our tickets. There is no "clickity-clack" of steel wheels crossing rail ends. No smoke, no steam, no sound. There is the hardness of steel rails that glisten in the bright sun. There are tough, old ties,

creosoted years ago to forestall the rot, and there are the rocks that bed the rails and ties. That is what man has put down on the grade he has carved or built up. That is a railroad.

There's probably no good reason to take the trip on foot, but vagabonds, bums, and hoboes--"knights of the road"--knew the roads as well as the Jerry gangs. Along the trails they set their camps, staying no longer than the arrival of the next freight that would take them to their dreamed endeavor. With highways more numerous than railroads and jobs more plentiful than during "hard times," few "knights" ride the rails. Some tracks will never see that kind of traveler again--aboard or afoot. But, there is the fascination of what the track represents.

From the station one heads south. A country road parallels the track until the two roads angle away from each other. The track heads straight and disappears between willows and cottonwoods. The bed lies feet above the level of the right-of-way which is choked with weeds in all their glory. Burrs, seeds, and flowers greet the wanderer. Waste from dining cars litters the gullies. No one is there to take offense. The grasshoppers flee in profusion--they are the only ones to complain of the adventurer's passage.

Casperville is passed. No station. No stopping. A

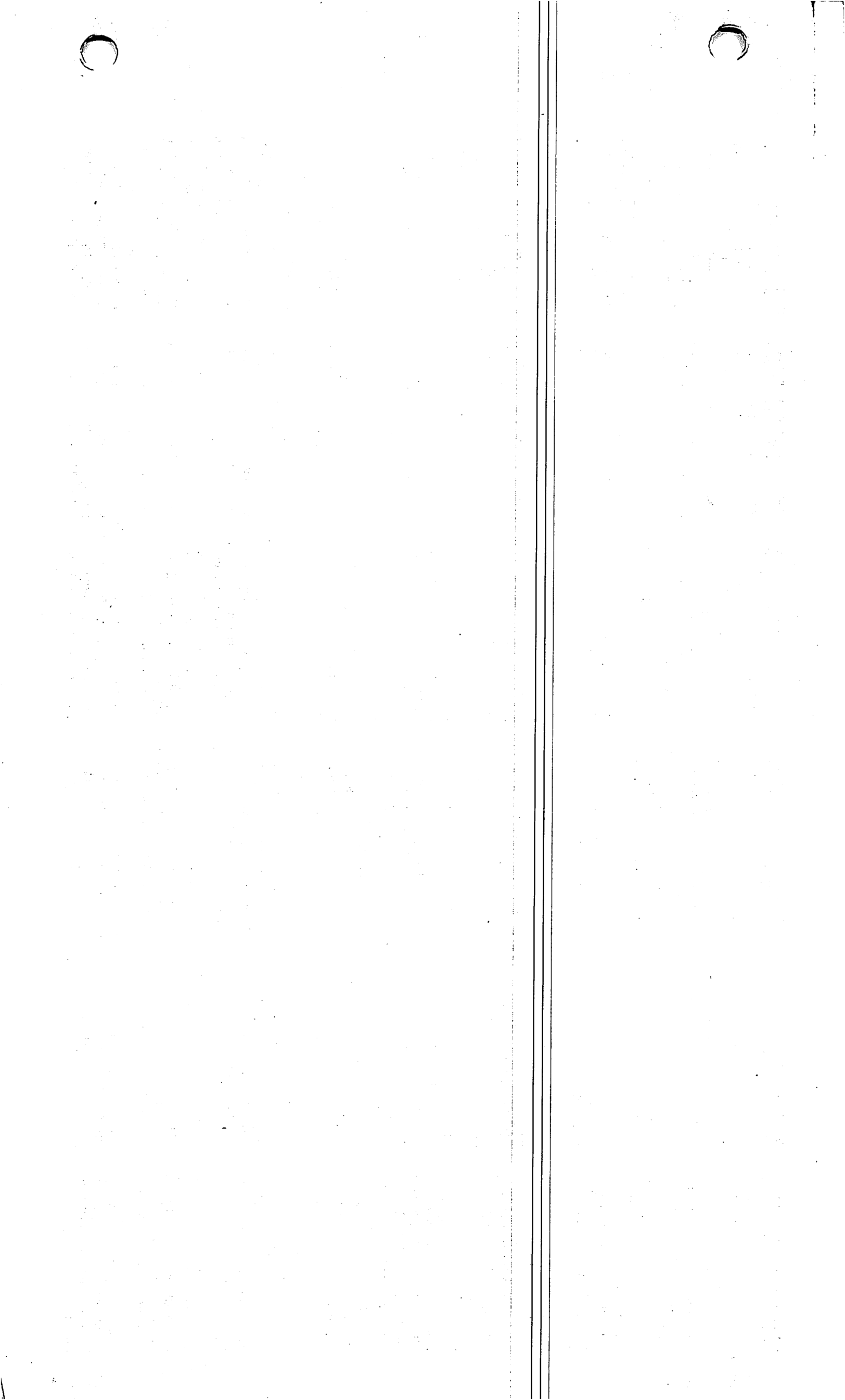
bend in the track directs the road due west and out over the bridge that spans Spring Creek and the Provo River before they enter Deer Creek Reservoir at the north end. Across the highway to Midway, the road skirts the floodlands and eases by Wasatch State Park and enters the area where tourist never travels--unless he is aboard one of the runs to the canyon.

This is the side of the reservoir that few people utilize. There are no towns, hotels, restaurants, nor restrooms. Here the mountains begin to pile up, and ravines spew their alluvial fans beachward. Small hills are cut by the road and bare rocks bake in the sun while poor soil continues to support sage, wild flowers, and ready weeds.

The tracks turn and wind along the foothills that sometimes dip their toes steeply into deep waters or reedy shallows.

One riding might wish to scour the brush nearby, but the foot traveler would prefer the rocky road, the ties, and the rails. There is no refuge in either direction, and the silver rails lead to the only civilized solution for the night's rest.

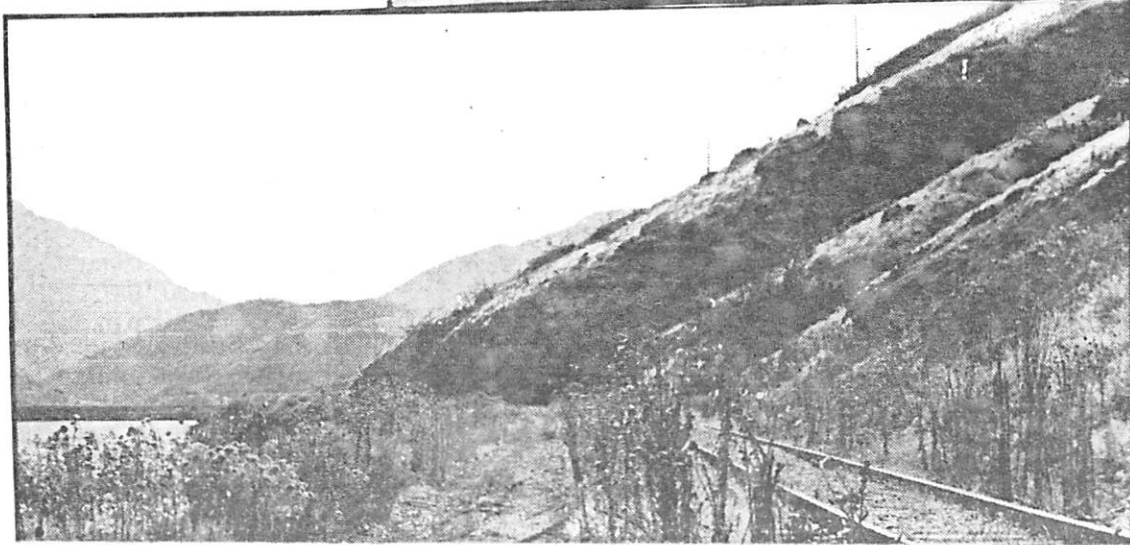
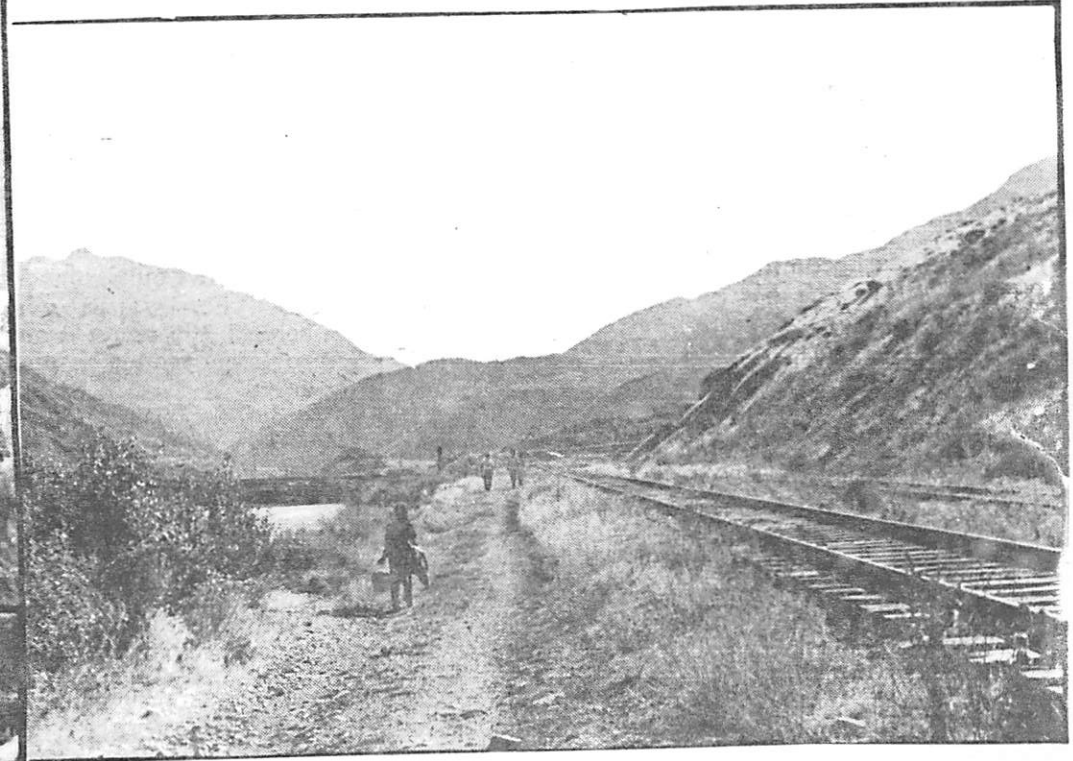
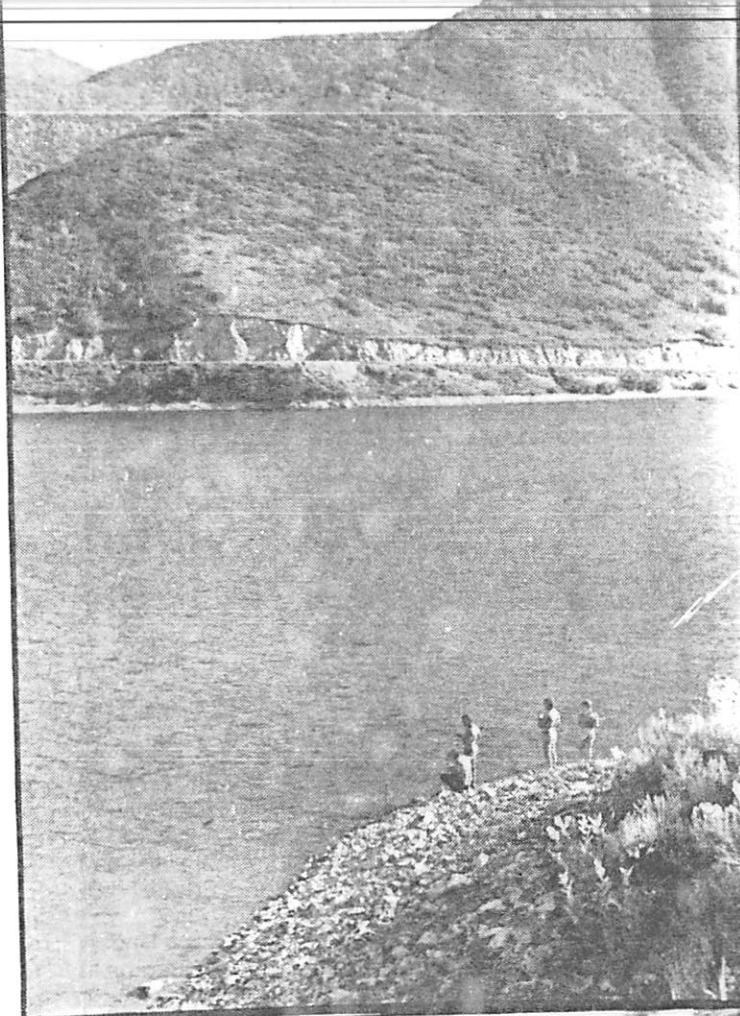
The bed passes over culverts that direct drainage water to lower levels. Fishermen walk the right-of-way to spots they know to be good. These are the only persons that walk the railroad nowadays. Signs indicate that motor vehicles



are not permitted, and even foot traffic is not welcome when the trains are running. No train "Dicks" walk the rails, nor do station masters have time to police the miles of track that extend from home yard to back yard.

Railroads are not fun to play on. Balancing on rails becomes tiresome. Tie walking is never even paced. Gravel and rocks are always ankle bending. Where, then, is the pleasure of walking the rails? It must be in the mind, for there is no physical joy. It's the mind that compacts the experiences of the railroad ages into a capsule just large enough to swallow with a cupful of nostalgia. It's the mind that rehearses history and dreams and associates them with the hardness of steel, the earthiness of rock, and the wooden memory of life--all combined in a road that takes man where he hasn't been but wants to be. You've now traveled the iron horse's tracks from rail head to canyon head, and somehow you're satisfied in a special way for doing it.

At the beginning of the Railroad tracks is the Heber Creeper Station (Top Left). Unusual items can be seen here. As you walk down the west side of the reservoir, (Top Right) you encounter fishermen who meander up from the dam. Trying their luck (Center), they cast out hoping to pull in the big one. Almost at the dam and mouth of the canyon, the trail is strewn (Lower Right) with weeds.



Travel

Where to go,
how to get there
and things to do



Woman Train Engineer Knows Right Handle to Pull on Heber Creeper Rail

BY JIM HILLS
Herald Staff Writer

The beauty and the beast.

A pretty, young woman con-

trolling a huge black monster

belching fire and smoke.

The iron monster shakes and

shudders. The woman senses the

next move and cajoles the mons-

ter to do her beckoning and she

is soon carried into her fantasy.

A medieval tale? No, it's a

modern tale of a Santa Fe

woman who realized her dream

of becoming a railroad engineer.

Pamela Wingo, a partner in a

Santa Fe advertising firm, had

been interested in trains since

childhood. "Then, about ten

years ago, I was a tourist on a

scenic railroad in Arizona and I

asked if I could ride up front,"

she said. "It was great and I just

kept coming back every week-

end for the rest of the summer."

"It was on-the-job training."

Since that first day on the

White Mountain Scenic Railroad

(which is now closed Wingo

says) she also has been a "guest

engineer" on the Cumbres-Tol-

tec narrow-gauge railroad at

Chama, N.M.

Her most recent guest appear-

ance was last Tuesday on the

zine television segment.

"It was especially exciting for

me because the engine that I

learned on in New Mexico, Num-

ber 36, is now at Heber," Wingo

said. "I call it mine, it's not

mine but I like to say that. It

was like seeing an old friend."

There is no licensing process

for steam locomotive engineers

on scenic trains, but Wingo says

she is one of only a few women

engineers in the country. "I

think there is one in Vermont or

somewhere," she said. "Saying

I'm the only woman steam loco-

motive engineer might be a bit

too far reaching but there aren't

very many of us."

Wingo's job responsibilities

prevent her from playing with

trains as often as she would like

but the time restraints make her

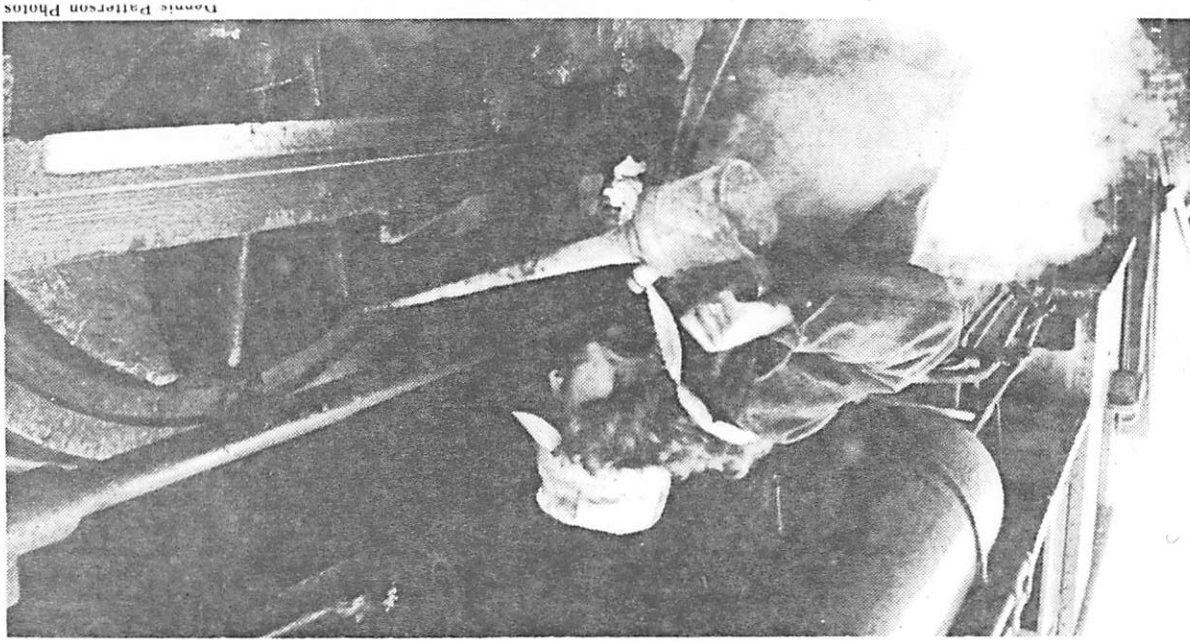
passion for the old "puffer-bel-lys" even more intense.

"It is my avocation," she said.

"I'd be glad to come back to run

the Creeper again next year if

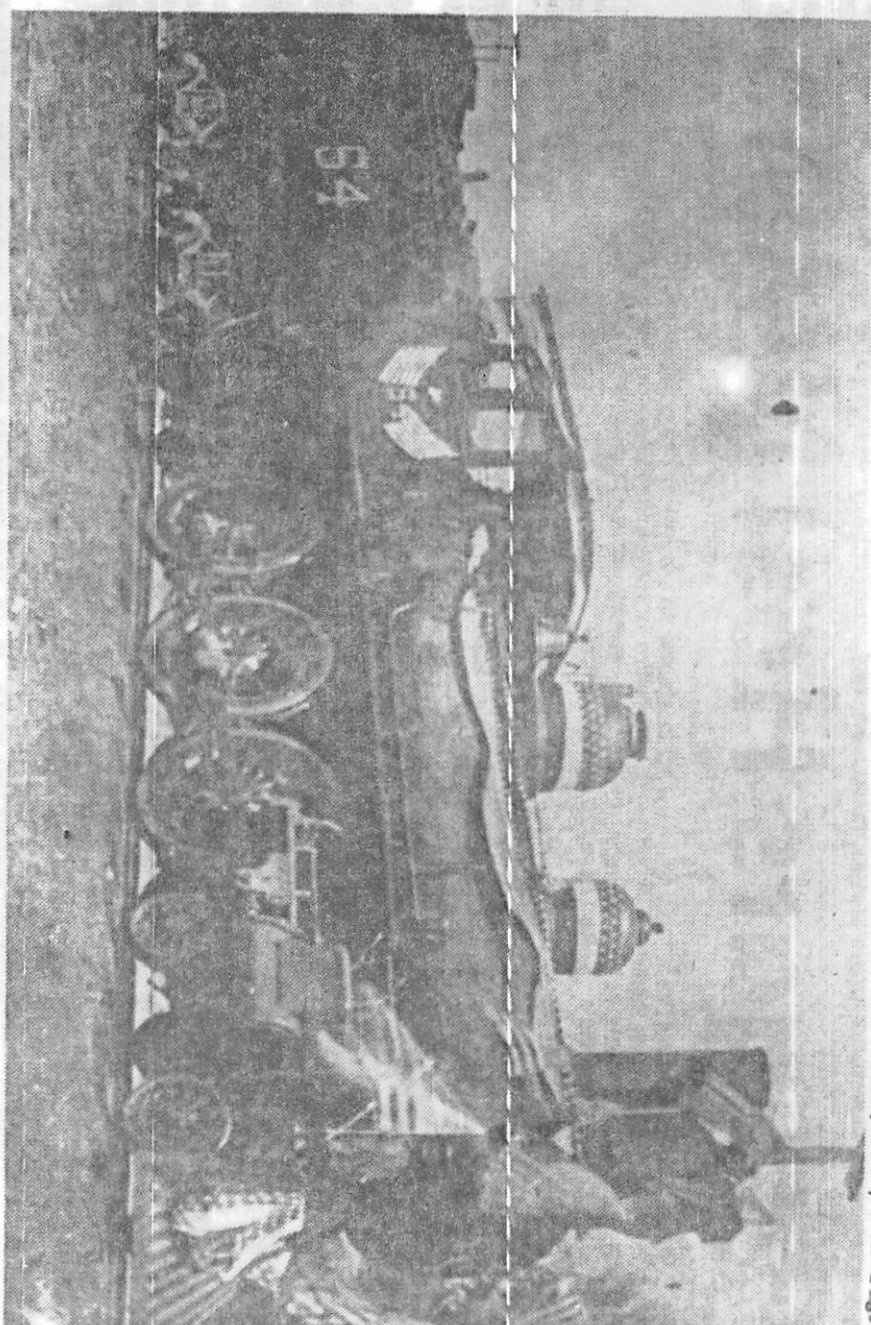
they ask me."



Debbie Patterson Photos



Monday, December 7, 1970 THE HERALD, Provo, Utah—Page 7



OLD ENGINE 54 is honored on the occasion of the official welcome as the first train running between Provo and Heber.

The official welcome was held Oct., 1899.

Heber-Provo RR Line Dates From 1899

By WENDELL M. RIGBY

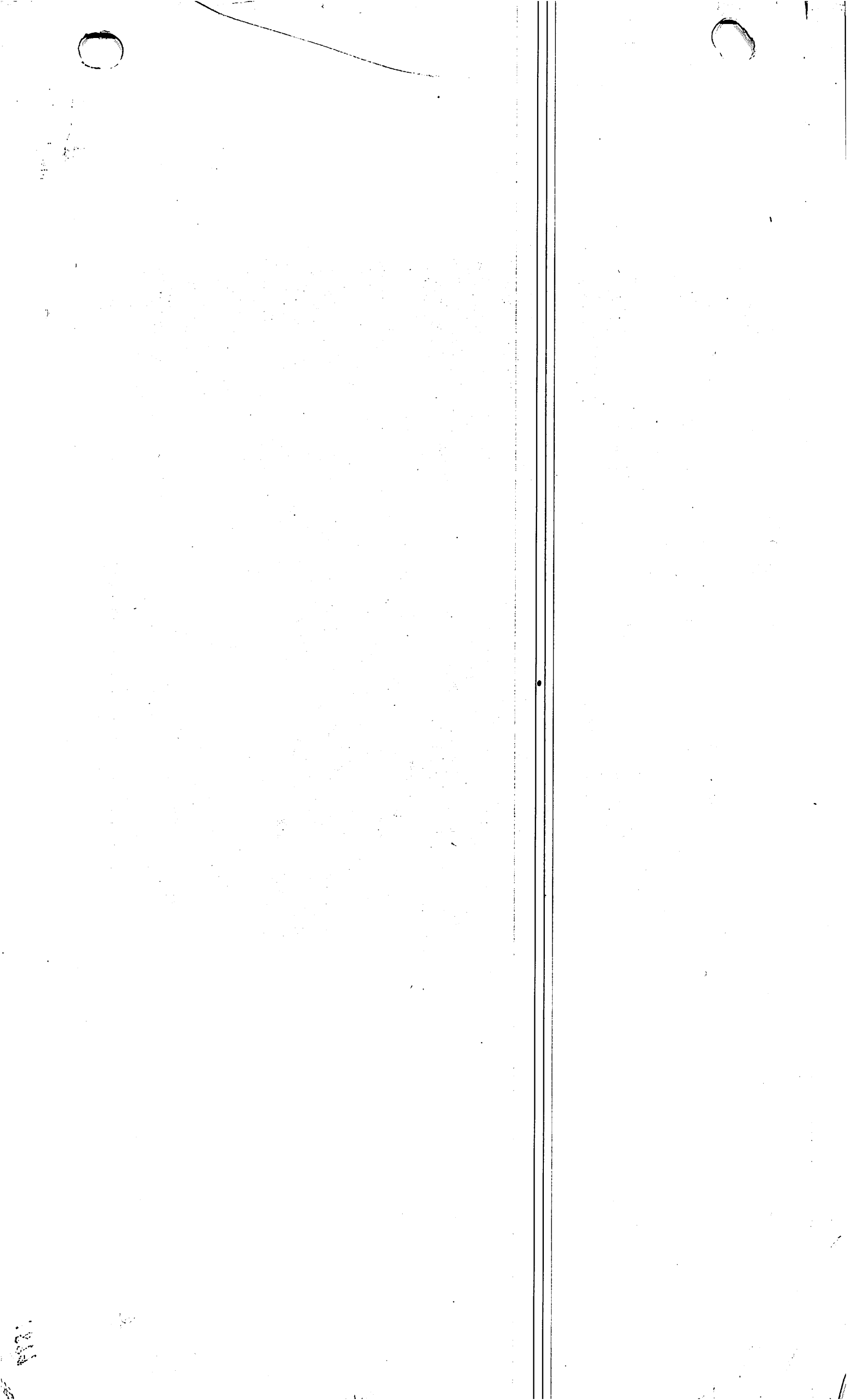
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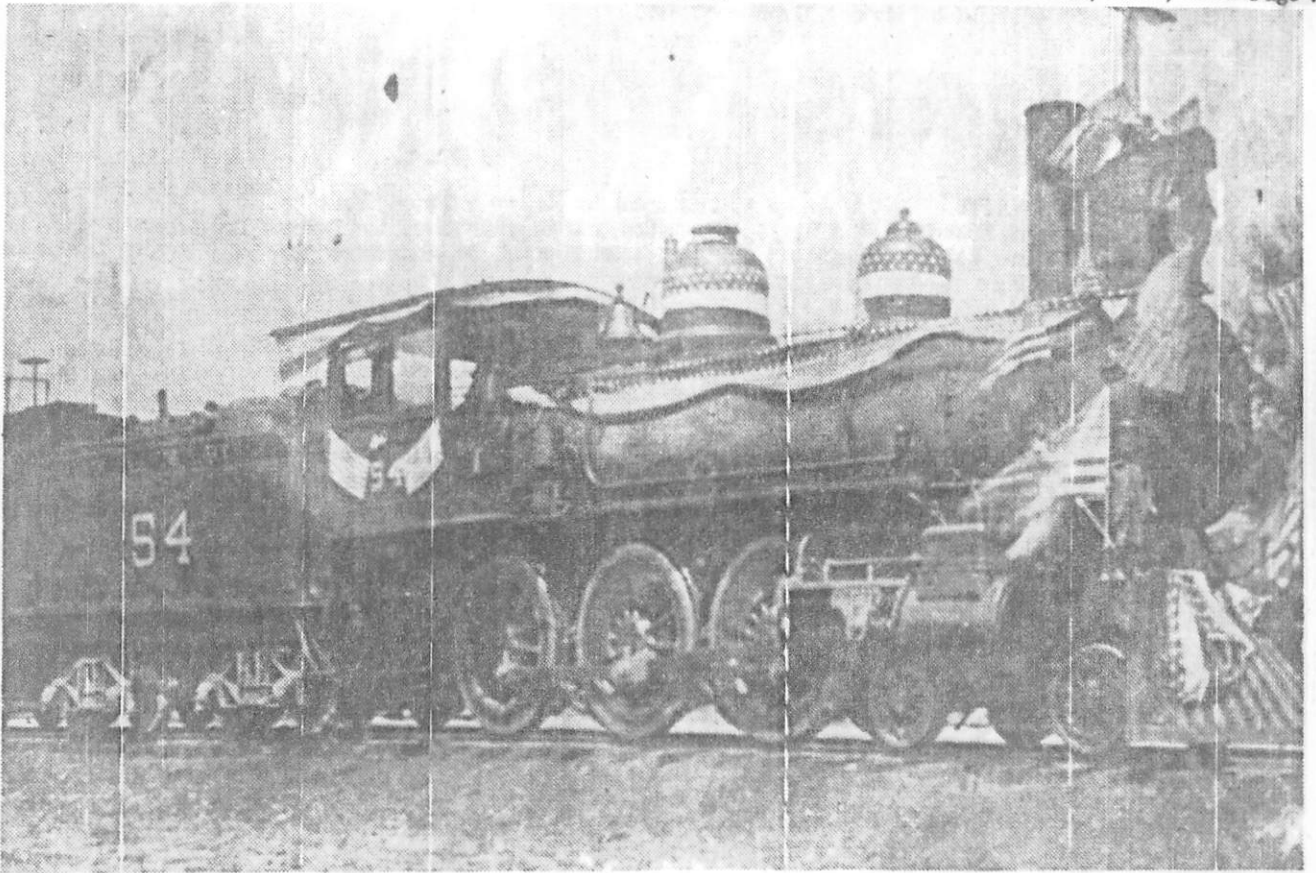
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totaling some 400 persons. Abram Hatch, stake president, delivered the welcoming address and other speakers included Governor Hammond, James Chipman, state treasurer; Morgan Richards Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and United States Senator Reed Smoot.

stayed together as a unit for nearly 40 years. The people of Heber honored them by naming corners in Heber Sharp Corner, Peterson Corner, McKenzie Corner as well as some other individuals getting honors. It is believed that Fireman

Peterson took the picture shown herewith as he took most of the pictures in that period for the railroad. Smoot Station, first on the route, was located near the tracks close to the present Calder Service tanks





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The official welcome was held Oct., 1899.

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The 25.5 miles of trackage set the stage for a mammoth celebration that was held on Oct. 6, with seven stations along the route. However, there were no agents for any of them making the Heber station of prime importance.

Seven Stations

The seven stations included Smoot, Crahurst, Nunns, Falls, Forks, Wallsburg and Charleston. E. W. Sullivan was the agent at Heber and he participated in the grand celebration that marked the official opening of the route.

For the opening, the Denver and Rio Grande Railroad made up a train with seven cars, and people from all over the state were invited to come to Heber to join in the celebration.

The train arrived in Heber at 3 p.m. and was greeted by most of the townspeople from Heber and the surrounding area. The crowd moved from the railroad yards to the courthouse yards where a special speaker platform had been erected for the occasion.

Carried Dignitaries

The train carried the governor, J. T. Hammond, a large number of state officials, Provo City dignitaries and passengers

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There were also many railroad officials present as well as prominent individuals from all over the state, who stayed for the celebration. The train returned to Provo shortly after 10 p.m. following a free banquet that was held at the old Heber Social Hall. A dance was held at Turner's Hall.

Sharp Engineer

Harry Sharp was engineer for that first train with William Peterson, father of Florence Peterson Rigby of Provo as fireman, and McKenzie as brakeman. Seamount was a member of that crew and Starr was conductor. That group

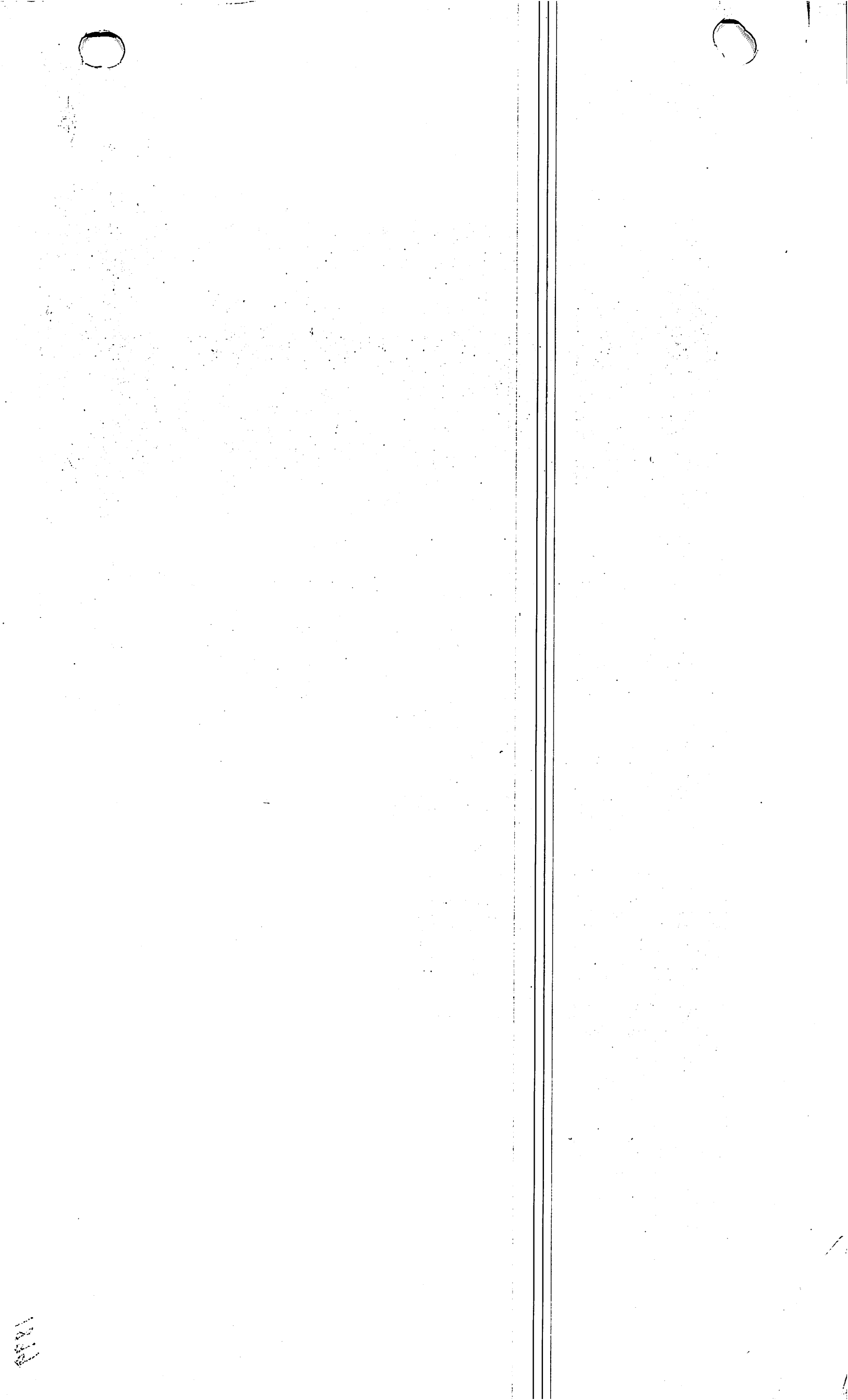
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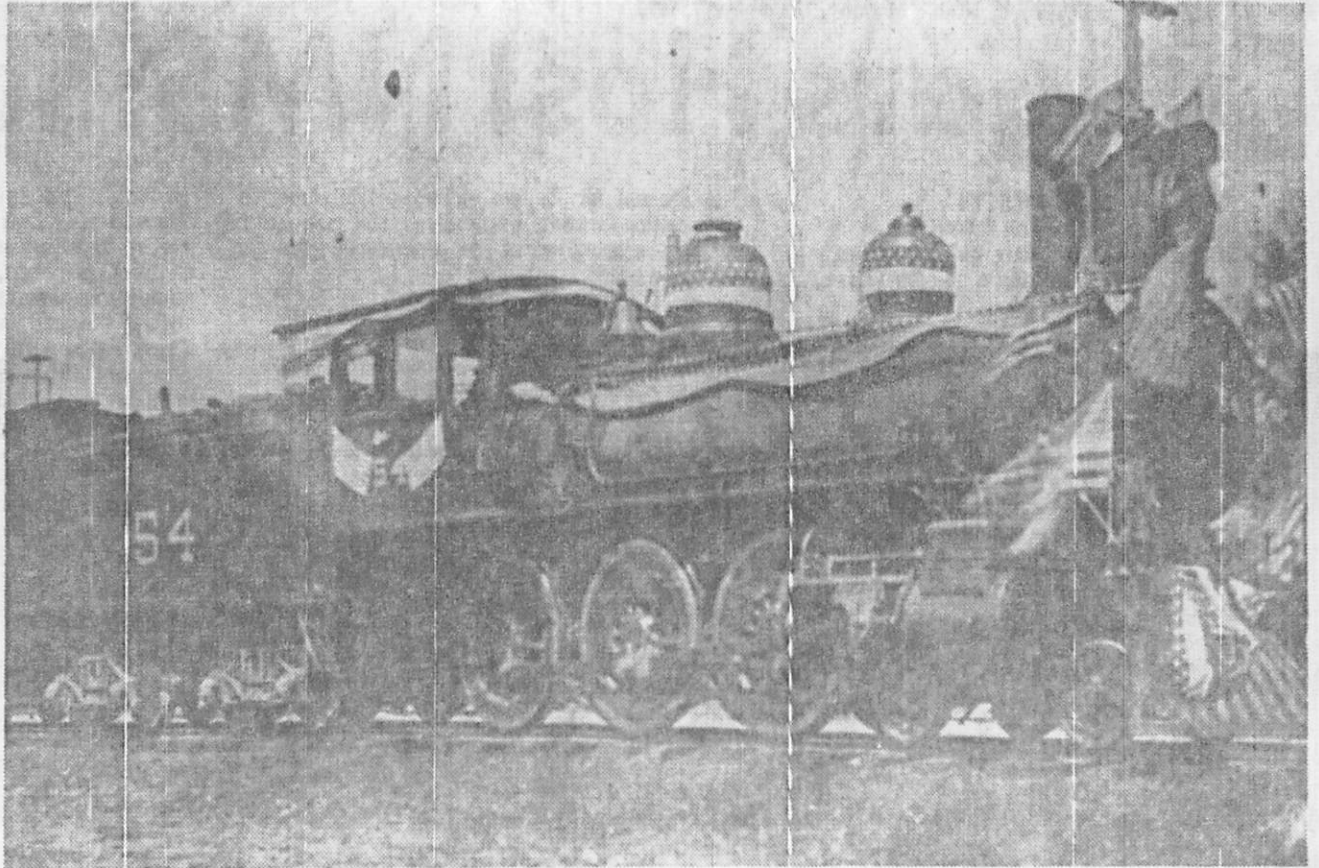
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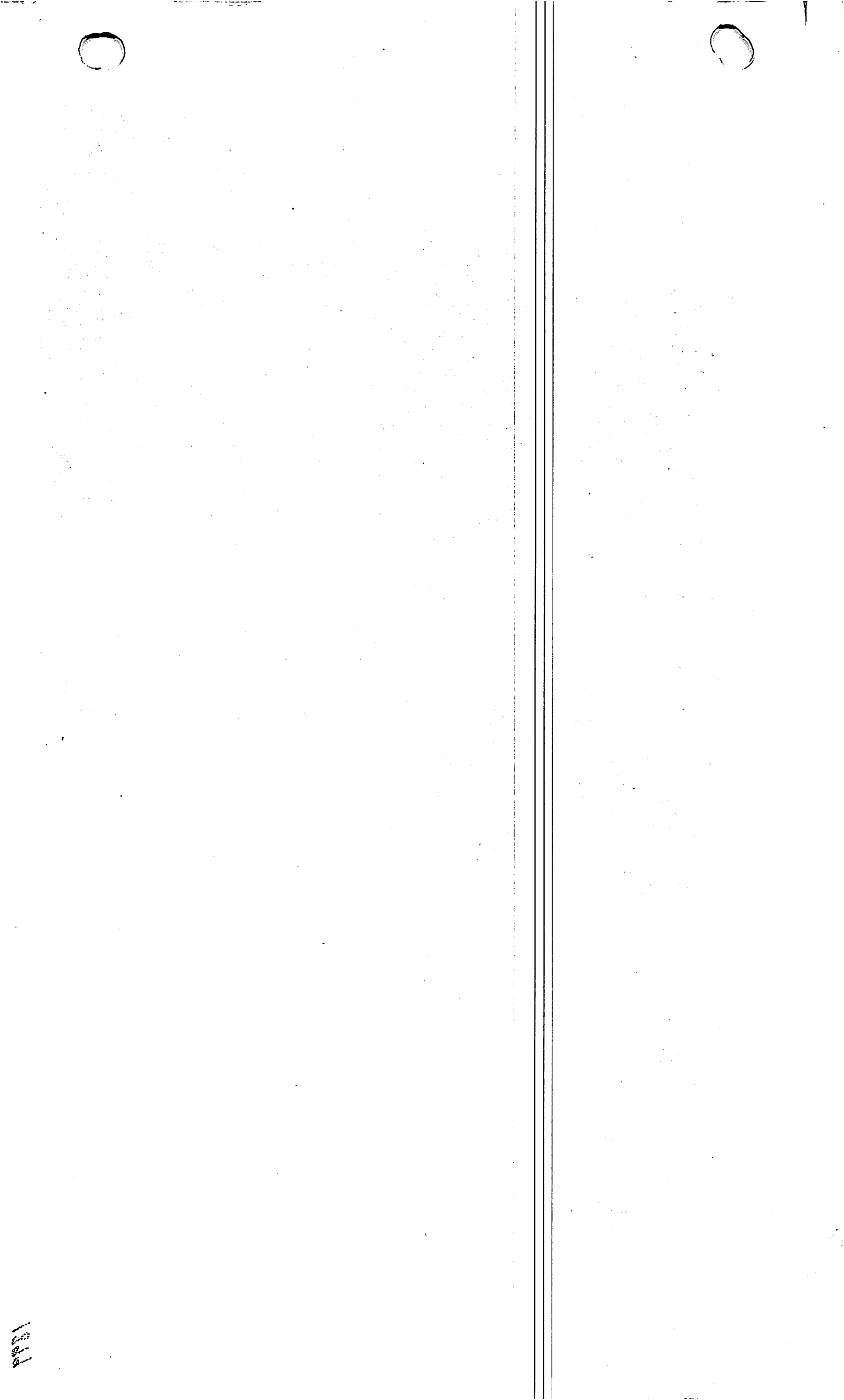
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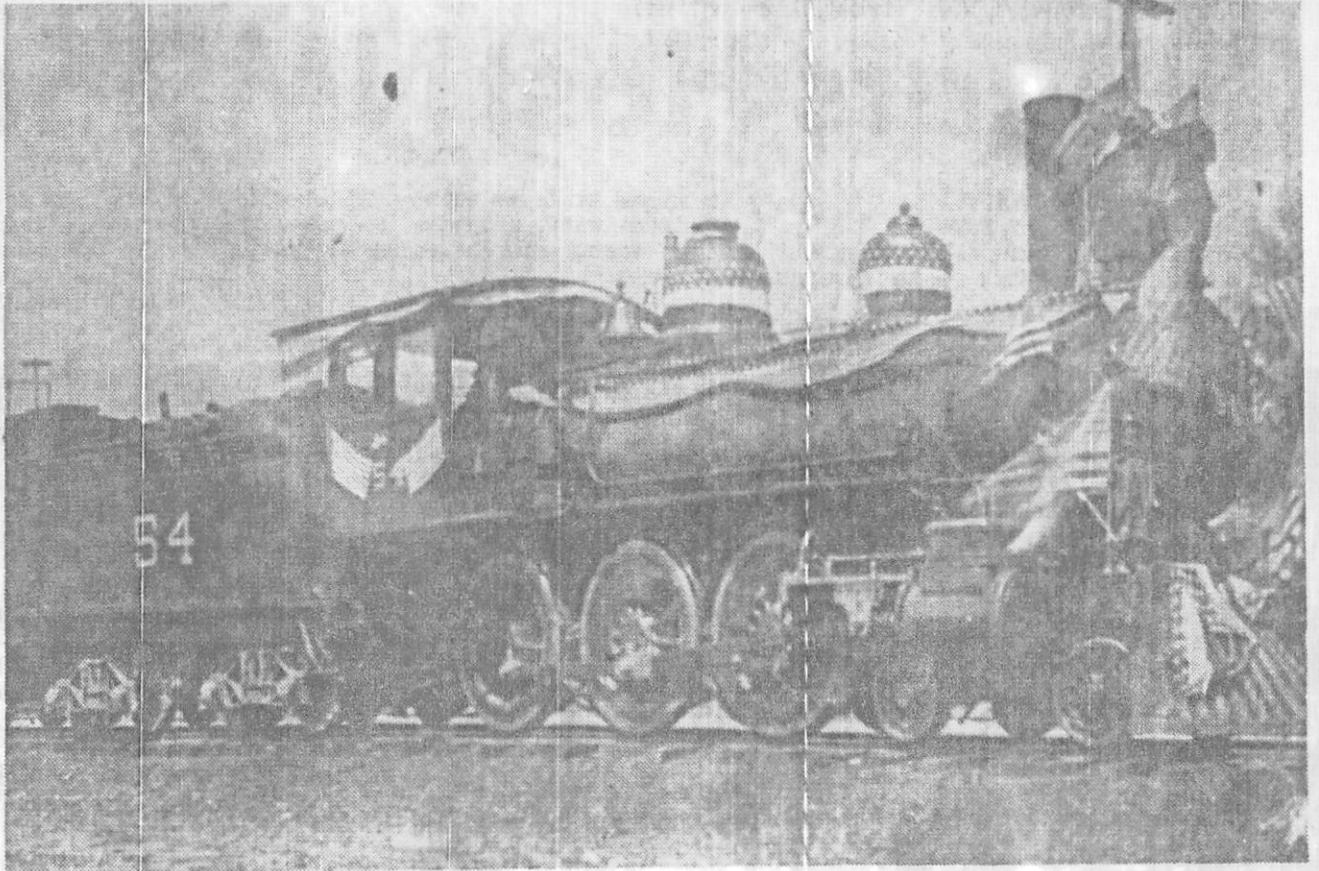
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